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# The Hongkong Telegraph

(ESTABLISHED 1851.)

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WEATHER FORECAST  
OVERCAST  
Barometer 29.85

September 9, 1916. Temperature 6 a.m. 78 2 p.m. 81  
Humidity 91

September 9, 1916. Temperature 6 a.m. 74 2 p.m. 85  
Humidity 88 96

7453 日二十月八

SATURDAY, SEPTEMBER 9, 1916.

大平通 號九月九英曆 SINGLE COPY 10 CENTS  
\$36 PER ANNUM

## TELEGRAMS. CONDENSED.

GERMAN ATTACKS NEAR DVINSK AND KOVEL HAVE BEEN REPULSED. THE ENEMY STUBBORNLY RESISTS RUSSIAN ADVANCE NEAR HALICZ. U.S. SENATE AGREES TO THE PURCHASE OF DANISH WEST INDIES. MR. RUDYARD KIPLING WILL SHORTLY VISIT THE ITALIAN FRONT. TRADES UNION CONGRESS OBJECTS TO CHINESE CREWS ON BRITISH SHIPS. FRANCE IS TO BUILD 50,000 TONS OF MERCHANT SHIPPING. RUMANIANS REPORTED ELEVEN BULGARIAN ATTACKS AT TURTUKAI. AUSTRIAN TROOPS WITHDRAW ON RUMANIAN FRONT. GERMANY HAS PROHIBITED LARGE NUMBERS OF PEACE MEETINGS. THE FRENCH HOLD 2½ MILES OF RAILWAY FROM ROYE TO PERONNE. STRONG GERMAN REINFORCEMENTS ARE AT COMBLES TO RESIST BRITISH. THE KAISER IS BELIEVED TO BE ON THE BRITISH FRONT. THE RUSSIANS HAVE TAKEN 5,800 PRISONERS IN HALICZ REGION.

[All telegrams appearing in large type are the latest, having been received during the course of the day. Those in small type have come through over-night.]

### IN THE BALKANS.

Terrific Fighting at Turtukai.

[Reuter's Service to The "Telegraph."]

September 8, 12.10 p.m.  
Reuter's correspondent at Bucharest, in a message dated September 5, says there is terrific fighting at Turtukai. Eleven Bulgarian attacks were repulsed with heavy losses.

### A Clever Plan.

September 8, 12.10 p.m.  
In consequence of air raids, the Rumanian Government is arranging to intern well known enemy subjects in hotels and private houses in the centre of Bucharest, where they will be exposed to danger from bombs.

### Austrian Troops Fear Envelopment.

September 8, 12.10 p.m.  
A Vienna official message admits the withdrawal of troops near Olashtoplica, on the Rumanian front, in order to evade a threatened envelopment.

### A Notorious Baron.

September 8, 1.05 p.m.  
Reuter's correspondent at Athens states that the notorious Baron von Schenck has left for Kavalla.

### Violent Artillery Duel.

September 8, 4.00 p.m.  
A Salonica communique says:—There has been a violent artillery duel on the Struma, the Belash Mountain, and Lake Doiran. There is a comparative calm on the Serbian front.

### THE RUSSIAN DRIVE.

Nearly 6,000 More Prisoners.

September 7, 12.10 p.m.  
A Russian official message says:—We took 5,800 prisoners, including 3,000 Germans, in the Halicz region.

### Enemy's Stubborn Resistance.

September 8, 3.30 p.m.  
A Russian communique states:—German attacks, succeeding heavy bombardments, north of Drinsk and in the direction of Kovel, have been repulsed. The enemy is stubbornly resisting our advance in the region of Halicz.

### THE MESOPOTAMIA COMMISSIONS.

September 7, 12.10 p.m.  
The Mesopotamia Commissions have heard the evidence of Surgeon General Keogh, Captain the Hon. Aubrey Herbert, M. P., Captain Cross, of the Indian Medical Service, and Sir William Garstin.

### THE INDIAN CIVIL SERVICE.

September 7, 12.10 p.m.  
About fifty candidates, half of which were Indians, competed for the Indian Civil Service Examination, the results of which are expected to be announced very shortly. The examination applies to India alone, as no vacancies are being filled in the Home Civil Service until further notice.

### NEW USE FOR POLITICAL CLUBS.

September 7, 12.10 p.m.  
The Ministry of Munitions is taking over the Constitutional Club, and the Government has taken over the National Liberal Club.

### GERMAN PEACE MEETINGS PROHIBITED.

September 8, 12.10 p.m.  
A Zurich letter says that during a fortnight in August 1916 peace meetings, convened by Socialists in different parts of Germany, were prohibited.

## TELEGRAMS.

### THE ALLIED OFFENSIVE.

More Bombing by French Aeroplanes.

[Reuter's Service to The "Telegraph."]

September 7, 12.16 p.m.  
A Paris communique says:—Sixteen aeroplanes bombed railway stations, bivouacs, and enemy stores on the Somme. A big fire was caused.

### Armentieres Shelled.

September 8, 3.10 p.m.  
General Sir Douglas Haig, in a communique, says:—The enemy shelled Armentieres. There is nothing else of importance to report.

### Fruitless German Massed Attacks.

September 8, 4.00 p.m.  
A Paris communique says:—Enemy counterattacks at Borny, to the south of Chaulnes, were repulsed with considerable enemy losses. We have entirely maintained our gains everywhere. A German attack on Vaux Chapitre wood was repulsed. Between Vermand d'Ouillers and Chaulnes, the enemy made four fruitless massed attacks. Each was preceded by an intense bombardment. Two hundred more prisoners were taken here.

### French Hold Important Railway.

September 8, 6.20 p.m.  
According to Reuter's correspondent at Paris, to the south-west of Chaulnes the French hold two-and-a-half miles of railway from Roze to Peronne, which is the enemy's principal line of communication behind the Somme front. The French are intensely bombarding huge depots of munitions and war material at Chaulnes station.

### The Kaiser Reappears.

September 8, 6.20 p.m.  
It is stated that strong German reinforcements have arrived at Comblès to defend themselves against the British at all costs. It is believed that the Kaiser himself is on the spot.

### U.S. REVENUE BILL.

Passes House of Representatives.

September 8, 9.35 a.m.  
Reuter's correspondent at Washington states that the Revenue Bill has been passed by the House of Representatives.

### The Bill as Passed.

September 8, 12.00 p.m.  
Reuter's correspondent at Washington states that the Revenue Bill, as passed, still authorizes the President to withhold the clearance of vessels belonging to nations discriminating against America commercially, and empowers him to retaliate against embargoes on American goods.

### Retaliation Disavowed.

September 8, 12.10 p.m.  
Reuter's correspondent at Washington states a conference of both Houses struck out the amendments on the Revenue Bill empowering the President to retaliate against belligerents for interfering with American mails.

### THE ITALIAN FRONT.

Mr. Rudyard Kipling's Coming Visit.

September 8, 1.05 p.m.  
Reuter's correspondent at Rome states that the keenest interest is being displayed in the forthcoming visit of Mr. Rudyard Kipling to the Italian front. He will be well received by His Majesty the King and General Cadorna, will be taken everywhere and given an absolutely free hand.

### Enemy Attack Repulsed.

September 8, 5.25 p.m.  
An Italian communique says:—An enemy attack on Oivarou, in the Sugana valley, has been repulsed.

### CHINESE CREWS ON BRITISH SHIPS.

September 8, 3.10 p.m.  
The Trade Union Congress at Birmingham has passed a resolution expressing alarm at the steady increase in the number of Chinese working on British ships.

### FRENCH SHIPPING PLANS.

September 8, 3.10 p.m.  
According to Reuter's correspondent at Paris, the *Matin* says that a Bill has been introduced into the Chamber authorizing the Minister of Marine to undertake the construction of fifty-thousand tons of merchant shipping, from coasters to trans-Atlantic boats.

### BRITISH STEAMERS SUNK.

September 8, 5.35 p.m.  
The following British steamers have been reported to have been sunk:—The *s.s. Tegus* and the *s.s. Strathay*.  
[In the event of telegrams arriving too late for insertion on this page they will be found on Page 5 or on Extra.]

## TELEGRAMS.

### EARLIER TELEGRAMS.

#### THE ALLIED OFFENSIVE.

Further French Progress.

[Reuter's Service to The "Telegraph."]

September 7, 4.30 p.m.  
A Paris communique says:—So far forty prisoners taken south of the Somme yesterday have been counted. It appears that the Germans whom we beat yesterday east of Chilly belonged to a Saxon division hurriedly brought from the Aisne.

#### Impotence of the Enemy.

September 8, 1.15 a.m.  
A Paris communique reports a violent bombardment in various districts north of the Somme, but no infantry fighting. The enemy has been reduced to impotence southward by the violence of the artillery fire, and is unable to counter-attack.

Four bomb mortars, and sixteen machine guns were found in a captured trench north of the Somme. The enemy bombarded the new French positions at Vaux Chapitre wood, on the right of the Meuse; 280 prisoners were captured here in yesterday's attack.

#### Sir Douglas Haig's Report.

September 8, 1.10 a.m.  
General Sir Douglas Haig, in a communique reports: Our artillery dispersed enemy working parties east and south-east of Guiney and between the Somme and the Ancre. Our artillery successfully dealt with the enemy's batteries.

Between Souchez and the La Bassée canal our artillery and trench mortars bombarded the enemy's lines continuously. We effectively shelled a bridgehead on the Ypres canal, north-west of Hollebeke.

Our machines bombed an important railway junction on the enemy's lines of communication. The station and rolling stock were greatly damaged. An enemy aerodrome was bombed and one machine was destroyed and others damaged. Good work was done from low altitudes. Three hostile machines were wrecked and four driven down and damaged. Two of ours are missing.

#### Aircraft Busy.

September 8, 1.45 p.m.  
It is officially announced that naval aeroplanes yesterday dropped many bombs on enemy aeroplanes, at St. Denis and Westrem, with good effect.

One of our machines is missing. A naval aeroplane brought down an enemy kite balloon after it ostend.

She returned safely despite very heavy anti-aircraft fire.

#### Enemy Trenches Raided.

September 8, 1.45 p.m.  
Sir Douglas Haig, in a communique, states that south-east of Guiney and near Bichebourg and Lavoue we raided the enemy's trenches, inflicting severe casualties.

### THE RUSSIANS.

#### Enemy Driven from Fortified Positions.

September 7, 4.40 p.m.  
A Russian communique says:—General Tcherbatcheff drove out the enemy from a series of fortified positions and advancing westward crossed at some points the Naraiuvka river, which is a tributary of the Gailiapa.

#### "Driven From the Last Line."

September 7, 10.25 p.m.  
Reuter's correspondent at Petrograd reports that the enemy has been driven out of the last line of his defences in the region of Brzegay.

### THE BALKAN SITUATION.

#### The Fight at Turtukai.

September 7, 5.30 p.m.  
Reuter's correspondent at Bucharest reports that on 6th inst. fighting of great violence took place at Turtukai. There were heavy losses on both sides. He does not mention the evacuation, but a Russian communique does so later.

#### Rumanians Occupy Orsova.

September 8, 9.35 a.m.  
"The Times" Bucharest correspondent, telegraphing on the 7th inst., states that the Rumanians have occupied Orsova, in Hungary, an important military station.

### OUR PROGRESS IN EAST AFRICA.

September 7, 11.05 p.m.  
It is officially stated that the enemy has surrendered the ports of Kilwakiwindohu and Kilwakisiwani, in East Africa, under threat of naval bombardment.

The surrender of Dar-es-salaam was preceded by a close attack begun on 3rd September by naval forces in whale boats, conjointly with a heavy bombardment of the enemy's positions north of the town and an advance of the troops. Landings were effected at two spots. The enemy evacuated the town, which is virtually undamaged where the Germans had not occupied positions.

## TELEGRAMS.

### AMERICA AND DANISH WEST INDIES.

[Reuter's Service to The "Telegraph."]  
London, Received, September 9.  
Reuter's correspondent at Washington states that the Senate has agreed to the purchase of the Danish West Indies, but the Danish Parliament has not yet ratified the sale.

### NIGERIAN OFFICIAL HONOURED.

London, Received, September 9.  
The K.O.M.G. decoration has been conferred on Mr. John E. Eaglesome, Director of Railways and Works in Nigeria.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 5.]

### EARLIER TELEGRAMS.

#### THE U. S. SHIPPING BILL.

London, Received September 9.  
Reuter's correspondent at Washington says President Wilson has signed the Shipping Bill, authorizing the U. S. Government to buy Base ships through a fifty million dollar Corporation, which has been formed for the purpose.

### P. AND O. AFFAIRS.

London, Received, September 9.  
A meeting of the P. and O. Steam Navigation Company has unanimously approved the confirming of the conditional agreement with the New Zealand Company.

### N.Y.K. Service to Marseilles.

Since the sinking of the *Yamato* Maru in the Mediterranean at the end of last year, the Nippon Yusen Kaisha has suspended calls at Marseilles, taking the Cape route. The result has been a growing accumulation of goods for France and Italy, and exporters again and again memorialized the Government and asked the Nippon Yusen Kaisha to resume the Marseilles service. The steamship company eventually agreed to send the *Toba* Maru to the French port, and she left Kobe last week with a full cargo on board, about 5,000 tons of beans, starch, rice, bean oil, fish oil, copper, vegetable wax, and other goods having been shipped at Kobe, while the shipments at Yokohama are put at 3,500 tons.

### DON'T FORGET.

#### TO-DAY.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.  
Palisade Theatre—9.15 p.m.  
New Hongkong Cinematograph—9.15 p.m.  
"The Scamps" at Theatre Royal—9.15 p.m.  
K.O.C. Open Air Concert—9.15 p.m.

#### TO-MORROW.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.  
Palisade Theatre—9.15 p.m.  
New Hongkong Cinematograph—9.15 p.m.  
Tuesday, September 12.  
Helen May Institute; opening ceremony at 5.30 p.m.  
Saturday, September 16.  
Boxing at the City Hall—9.15.  
Tuesday, September 26.  
Douglas Steamship Co. Ltd.—Meeting of Shareholders; noon.














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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.  
Weekly issue—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

## BIRTH.

GRANT.—At 9, Austin Avenue, Kowloon, on September 8, to Mr. and Mrs. T. Grant, a daughter.

## The Hongkong Telegraph.

HONGKONG, SATURDAY, SEPTEMBER 9, 1916.

## OUR THOROUGHFARES.

Once in a while, when the occasion seems to demand it, we give the Public Works Department a hint to the effect that it does not always lay out the money with which the Hongkong public supplies it to the best advantage; that, in fact, it is perpetually leaving undone those things which it ought to have done and bothering itself about what nobody wants it to do. Sometimes it takes our hint; sometimes it remains obstinate and inexorable. And yet we are only speaking for its good, and for the good of our readers. The P. W. D. appears firmly of the opinion that the building of the new Magistracy, or of a bridge somewhere away in the New Territory, covers a multitude of sins and should have the effect of blinding charitable rate-payers to its shortcomings where e.g. the lighting and up-keep of the Colony's thoroughfares are concerned. We do not in the least agree with the P. W. D. on this point. Because it has built a magistracy, tar-sprayed a few roads and sedulously laid down one pavement on the top of another, it has no right to rest on its laurels, and let the world slip past it. Rather should it be stirred by these achievements to greater, if less showy, efforts.

Not to put too fine a point on it, the condition of our roads and pavements, both by day and by night, is a disgrace to any civilized town. A vast amount of money is trusted to the Public Works Department every year, and, however big and ambitious its programme, it surely becomes it to leave a fair margin of money to meet such minor matters as lighting, paving and road-mending. We have next to no heavy wheel traffic in this colony; traction engines, heavy lorries, horse-wagons etc. are unknown, and there is but little excuse for the roads' being out of repair. Still less is there any excuse for the littering and obstructing of those roads by the Department's employees. (By the way, this pleasant little obstacle at the top of Murray Road, to which we made allusion the other day, were still there yesterday.) For a Colony that boasts of being up-to-date and that is necessarily far more European in its ambitions than Singapore or Penang, there is no palliation where all this neglect is concerned.

As with the roads, so with the pavements: broken, neglected, ill-patched and slippery; many of them—notably that on the west side of Pottinger Street—in a condition that would disgrace Canton itself. And as for lighting—the moment the shop lights are extinguished, the pavements are as dark as the grave, and theft, assault or murder can be practised pretty much at will, for aught the P.W.D. seems to care. Is it any wonder that the public is clamouring for an elective municipal council that will take over the duties which Government officials so shamefully neglect? And, be it borne in mind, we have but touched on one of the P.W.D.'s spheres of activity. If space allowed we might make a few gentle remarks on the manner in which it attends to its duties as supervisor of buildings in Hongkong; but that is a matter that will keep. This road and pavement question is one which affects everyone who lives on the lower levels, everyone who motors and everyone whose occupation takes him about the city afoot or in a ricksha; it is a public matter, and one which has received all too little attention from those who might ventilate it. Will some kindly Unofficial Member raise the question of our thoroughfares at a meeting of the Legislative Council in the near future? Of course he will do so at the peril of being ignored, but he will at least have contributed towards bringing this disgraceful state of things to the notice of the Government.

## The Kitchener Fund.

Up to the present Hongkong has made no special effort in the direction of supporting the National Fund which is being raised to the memory of the late Earl Kitchener. That Fund, as is known, was established by the Lord Mayor of London, who has now, through His Excellency the Governor, made an appeal to the Colony to help in the good work which it is sought to achieve with the money secured. Already a very handsome sum has been raised at Home, but the Fund can do with all the contributions it receives, since the number of wounded officers and men of the Army and Navy, for whose benefit the Fund has been established, will, by the end of the war, be legion. As the Council of the Fund points out, these officers and men will be protected from actual want by the granting of Government pensions, but there will be many hundreds of cases in which the disablement is of such a nature that something beyond mere maintenance will be required, and this is where the Fund will be able to render special help. Continuous medical treatment, special nursing and the provision of costly appliances will be necessary in many instances to make life endurable, and the expenses involved would, in quite a large proportion of these cases, be utterly beyond the means of the sufferers.

## Hongkong's Opportunity.

A direct appeal is now made to Hongkong to help the Fund, and we sincerely hope that the Colony will do its part nobly and well. There are special reasons why Britons overseas should come forward and assist the Fund. In the first place, it will provide a lasting memory to the great and inestimable work done by Kitchener of Khartoum, one of the greatest Empire-builders we have ever had. He spent his whole life in consolidating and strengthening Britain's might in the far corners of the Empire, and his last and perhaps greatest work—the raising of our new Armies—has undoubtedly played a great part in saving us from defeat in the present war. Then, too, by helping the Fund we shall be helping those who have done a noble part in keeping our overseas possessions intact—we have especially in mind the officers and men of our Navy, who have kept the seas open for us and enabled us to carry on "business as usual." Hongkong, as a naval and military centre and a great shipping port, owes a great debt to these fighting men of ours, and we now have an opportunity of discharging that debt, at least in part. The War Charities Committee announces that it is prepared to receive and forward subscriptions in aid of this worthy Fund.

## The Hidden Hand.

We commend to the sober notice of our readers an article by Mr. Charles Palmer on "Traitors near the Throne" which we reprinted from *John Bull* yesterday. "Is there any real hatred of the German in Downing Street?" he asks; and he goes on to show that many necessary reforms at Home, where the alien enemies are concerned would never have been brought about by the Cabinet's initiative; in fact that the Government had to be forced by the voice of the public into taking the steps desired. We hear a good deal nowadays about "the hidden hand"—and not all of it is nonsense. Of course it is quite easy to exaggerate the influence of this mysterious entity, and if people begin to give ear to idle talk we shall soon have a period analogous to the old No Popery days, when a Jesuit was believed to be lurking behind every bush and when even the cholera was attributed to Roman influence. But the other extreme of unguardedness is just as bad, and it is time that we waked up to the fact that there really is some mysterious power in Britain that is very decidedly favourable to Germany. If this be not the case, how are we to account for the ridiculous latitude that has been given to aliens, both interned and uninterned, for the blowing up of British warships in harbour, and for mysterious railway accidents and munition factory explosions? And, above all, how are we to account for the death of Kitchener?

## DAY BY DAY.

MISERY LOVES COMPANY—BUT COMPANY DOES NOT RECIPROCATE.

## The Weather.

At the Peak 8 a.m. Temp. 74; clear. (1915, 75 sunshine.)  
Lower level 8 a.m. Temp. 81; clear. (1915, 79 sunshine.)

## The Mails.

Australian Mail.—Due per a.s. Nikko Maru on Monday.

## The Dollar.

The opening rate of the dollar on demand to-day was 2s. 1.13/16d.

To-morrow's Anniversary.  
To-morrow is the 18th anniversary of the assassination of the Empress of Austria.

Accidentally Drowned.  
A coolie at Yaumati yesterday fell between a launch and the side of the pier and was drowned.

Peak Church Service.  
The Bishop of Victoria will be the preacher at the Peak Church to-morrow (Sunday) evening at 6.30.

Within Market Limits.  
A Chinese who was charged before Mr. F. A. Hazeland, at the Police morning, with hawking within market limits was fined \$5.

Enemy Trade Marks.  
The Gazette notifies the renewal of five trade marks owned by Reuter, Brockmann and Co. and sixty owned by Radecker and Co.

Stolen Branches.  
A Chinese admitted stealing a quantity of branches of trees before Mr. Hazeland at the Police Court this morning. A fine of \$5, or 14 days' imprisonment, was imposed.

August Weather.  
Observatory returns show that the average mean temperature during August was 82.6, the highest point reached being 92.4 on the 5th, and the lowest 75.5 on the 18th and 22nd. There were 217.8 hours of sunshine and 5,040 inches of rain. The average humidity was 82.

To Mariners.  
The Acting Harbourmaster of Canton makes the following notification:—Referring to Local Notice to Mariners No. 131 Notice is hereby given that the caution, therein laid down, regarding the Navigation of the Upper Approaches to Canton above Tide Pole Light between the hours of 7.00 p.m. and 6.00 a.m. is withdrawn.

Company Warnings.  
It is notified that at the expiration of three months the following Companies will, unless cause is shown to the contrary, be struck off the Register and the Companies will be dissolved:—The Club Germania; Parr and Company, Limited; the Pan Hing Hotel Company, Limited; C. E. Hastings and Company, Limited.

Macao Restrictions.  
It is notified that His Excellency the Governor-in-Council has given directions for the reissuance of the Order of August 18, published in the *Gazette Extraordinary* of the same date as Government Notification No. 350, proclaiming Macao to be a port or place at which an infectious or contagious disease prevailed, and the same is rescinded.

Opium in Moon Cakes.  
How a Chinese concealed opium in moon cakes, was told to Mr. Hazeland, at the Police Court this morning, when a Chinese was charged with being in unlawful possession of a quantity of the drug. Inspector Gordon said the man was found at the Kowloon Railway Station and when his basket was searched, moon cakes were found to be stuffed with opium. A fine of \$131 was imposed.

Stolen Bags.  
A Chinese, charged before Mr. F. A. Hazeland, at the Police Court this morning, with stealing some hemp bags, said he had been given them by a foki whose name he did not know. Inspector Sullivan said defendant had put the bags in brackets and covered them over with shavings. A contractor said no foki was in a position to give away bags. Defendant said he wanted to use the bag as quilts to cover himself up with. Sentence of one month's hard labour was passed.

## 1891.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending September 9, 1891.)

The Dollar.  
September 2.—"The rate of dollar on demand to-day is 3/2."

In What Department?  
September 3.—"We specially direct the attention of the Hongkong Government to the telegram published in another part of this issue, which announces that the Government of the Dominion of Canada has summarily dismissed the heads of the Engineering and Stationary departments for taking bribes. In what department of the Hongkong Government service should a similar policy be initiated? Now, don't all speak at once."

That German Soldier.  
September 4.—"There seems to be a belief in England that the average height of the German soldier is greater than that of the British. This is not so. As a matter of fact, Tommy Atkins beats Habs Wurst by about an inch; and in his turn, Hans Wurst is about an inch taller than the French conscript."

Formerly of the P.W.D.  
September 5.—"William Colston, at one time a member of the Hongkong Public Works Department, was tried at Melbourne on July 20 for the murder, on the February 21 last, of Mrs. Mary Elizabeth Davis at Northcote, Victoria. The only defence raised was that of insanity. The jury found the prisoner guilty of wilful murder, that he was not insane at the time of the murder and was perfectly sane now. Mr. Justice Moleworth passed sentence of death, but promised to state a case for the judges of the Supreme Court as to the legal accuracy of his definition to the jury of the word 'insane,' which had been challenged by counsel."

China Sugar Refining Co. Ltd.  
September 7.—"The China Sugar Refining Co., Ltd., according to a return published in Saturday's *Gazette*, manufactured 11,320 proof gallons of spirits during the quarter ended the August 24."

Hongkong Cricket Club.  
September 7.—"The annual general meeting of members of the Hongkong Cricket Club was held in the Pavilion this afternoon. General business was discussed and everything points to the Club being in a healthy and prosperous condition. The new Pavilion will be completed on or about the 1st prox. Mr. A. J. Leach was elected President in the place of Captain W. M. Deane, who retires owing to ill-health. The following members were elected to form the Committee for the ensuing year:—Capt. Dunn, Messrs. W. H. Wallace, T. E. Davies, E. J. Coxon, Colonel Chater, A. K. Travers (Hon. sec.) E. A. Ram (Assist. Hon. sec.) and E. Tresilian, Hon. Treasurer. The first match of the coming season will be played on the 9th and 10th October next."

The Inter-Port Cricket Match.  
September 8.—"The Hongkong Cricket Club team left for Shanghai this afternoon by the Indo-China Co.'s steamship *Taiyang*, to do battle against the pick of the Model Settlement. Although scarcely up to the Club's full strength, the names of several of our best players being absent from the list, such as E. J. Coxon, J. A. Leach, Lieut. Blair, E. E., Lieut. Campbell, A. and S. Highlanders, G. S. Coxon, and T. S. Smith, the Hongkong representatives are a useful crowd all round and will take a lot of beating."

Austria Preparing for War.  
September 9.—"An inspired pamphlet has been published in Vienna insisting on the necessity of adding one million to the Austrian War Budget, in order to place the Army in readiness for war. The pamphlet has caused a sensation both in Vienna and Berlin."

## 1891.

SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for September 9, 1891.  
Hongkong and Shanghai Bank.—173 per cent. Ex All, sellers.  
Union Insurance Society of Canton.—\$95 per share, buyers.  
China Traders' Insurance Company.—\$66 per share, buyers.  
North China Insurance.—Tla 255 per share, sellers.  
Canton Insurance Company, Ltd.—\$110 per share, buyers.  
Yangtze Insurance Association.—Tla 79 per share, buyers.  
Hongkong Fire Insurance Company.—\$317 per share, buyers.  
China Fire Insurance Company.—\$86 per share, buyers.  
Hongkong and Whampoa Dock Company.—\$87 per cent. premium, sellers.  
Hongkong, Canton and Macao Steamboat Company.—\$33 per share, sellers.  
China and Manila Steamship Company.—\$60 per share, sellers.  
Hongkong Gas Company.—\$131 per share, sellers.  
Hongkong Hotel Company.—\$65 per share, buyers.  
Hongkong Hotel Co.'s Six per cent. Debentures.—\$501.  
Indo-China S. N. Company.—\$30 per cent. dis., sellers.  
Douglas Steamship Company.—\$41 per share, buyers.  
Luzon Sugar Refining Company, Limited.—\$60 per share, sellers.  
Hongkong Ice Company.—\$86 per share, sellers.  
Hongkong Rope Manufacturing Company, Ltd.—\$113 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company.—\$71 per share, sellers.  
Hongkong Dairy Farm Co. Ltd.—\$7 per share, sellers.  
A. S. Watson and Co., Ltd.—\$20 per share, ex div., buyers.  
Hongkong High Level Tramway Co., Ltd.—\$65 per share, buyers.  
Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

## BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1916, as certified by the Managers of the respective Banks are as follow:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia & China	\$7,432,399	\$5,000,000*
Hongkong and Shanghai Banking Corp., Ltd.	24,187,968	20,000,000
Mercantile Bank of India, Limited.	1,973,739	359,000†

Total \$32,704,606 25,350,000  
\* Sterling Securities deposited with the Crown Agents valued at \$150,000.  
† Securities with the Crown Agents \$68,040.

## GOVERNMENT TENDERS.

Tenders are being invited as follows:—For repairs to No. 5 Police launch; for the removal of blood and hair from the Kennedy Town Slaughter House; for the removal of blood and hair from the Ma Tau Kok Slaughter House; for the Slaughter House Contract, Sai Wan Ho; for the Slaughter House Contract, Aberdeen; for the supply of labour for the burial of infectious corpses; for the supply of head stones for use in the Government Cemeteries; for the supply of clothing for the use of the Sanitary Department; for the Medical Department Contract; for the supply of aerated waters; bedding and clothing; beer, spirits, wines, etc.; spirit of wine; chemicals, drugs, surgical instruments and sundries; faraltars, etc.; milk, etc.; provisions; sundries; and washing; required by the Medical Department.

## CANTON CURRENCY.

Interesting Money Market Report.

The Canton trade report for last year contains the following:—

The local exchange market, with its great variety of currency, offers great chances to the speculator and to the manipulator; and to him who studies, and makes a business of profiting by the shade of difference in the daily quotations of Hongkong notes, Bank of China notes, the seven or eight kinds of dollars which are in use here, the different grades and different mixtures of more or less chopped dollars, the 20-cent pieces, the 10-cent pieces, and the copper cents, the non-professional trafficker in exchange, coming into the market either to buy or to sell, to borrow or to lend, falls an easy victim. Hongkong notes maintained their position as the most valuable form of currency, though the advantage in their favour was considerably lessened during the year. In January Hongkong notes \$100 purchased Bank of China notes \$108.85. In subsequent months this premium had a general downward tendency, with occasional reactions, until on the 1st May the quotation was Hongkong notes \$100 Bank of China notes \$104.70; there was then an upward tendency until, on the 23rd July, when the market reopened after the flood, the quotation was \$108.30. From that time onwards the two currencies came nearer together, until at the end of the year the premium on Hongkong notes was only 3 per cent.; and the prospect was that it would become still less in the early months of 1916. This appreciation in the Bank of China notes bears witness to the growing confidence in the soundness and stability of that institution; and it is good ground for congratulation that, in spite of natural calamities, political unrest, and restricted commerce, the credit and prestige of the Bank of China have been maintained and improved during the year.

The need of a standard coin, authoritatively recognised as the basis of value, has been strongly demonstrated by the difficulties and disputes which have arisen during the year in connexion with the rates at which bank notes have been taken in payment of Customs duties; and a strong effort has been made to have the Chung Yang, or new Republican dollar, officially declared to be the standard of value. Sterling exchange opened at ls. 9s. to the Hongkong dollar in January; and only slight changes took place until about the end of August, when a gradual rise began which took the dollar to ls. 11 3/16d. before the end of December. Exchange on Shanghai went through remarkable fluctuations—the quotation in January was as high as 80 candareens to a dollar; it stood in the vicinity of 79 until September, when it fell to 78; it went down 1 candareen in October, and dropped to 74 at the end of November—recovering to 75 in December.

Bank-notes continued to pass current in the market at considerably higher values than the coins represented by them—a promise to pay 100 Hongkong dollars, conveyed, it may be, on a filthy tattered rag, exchanging in the market for from 103 to 104 of the very dollars promised, although, of course, redeemable at the bank of issue at face value only. It is difficult to account satisfactorily for this anomalous state of affairs; for the greater convenience, in handling and transportation, of bank-notes, and the security they offer against loss by counterfeit coins, are not elsewhere valued at anything like so high a premium. In the case of the Bank of China notes, the premium over coin was only 3/10 to 4/10 of 1 per cent.—a premium which may perhaps be accounted for on grounds of convenience and security against counterfeits.

Died from Knife Wounds.  
Yesterday a man was conveyed to the Government Civil Hospital suffering from wounds which had evidently been caused by a knife. He was taken up in the institution and about 10.30 last night died as a result of his injuries.



## THE KITCHENER FUND.

Bar-Marked Subscriptions in Hongkong.

The Hon. Mr. E. B. Hallifax, Hon. Secretary of the War Charities Committee, forwards on the appended correspondence for publication, and states that the War Charities Committee is prepared to receive and forward bar-marked subscriptions:—

The Mansion House, London, E.C.

Aug. 3rd, 1916.

His Excellency,

The Governor of Hongkong,

Dear Sir,

At the request of Her Majesty Queen Alexandra I have opened a Fund at the Mansion House for the purpose of raising a National Memorial to the memory of Lord Kitchener.

In view of Lord Kitchener's great services to the Empire I cannot doubt that the object of this appeal will commend itself very warmly to British overseas, more especially as it takes the shape of a provision for the disabled officers, non-commissioned officers and men of the Royal Navy and Army, whose services and sacrifices demand our profound gratitude and admiration.

My object in writing to you is to ask whether you would kindly let British residents and their friends, in the district over which your influence extends, know that you are prepared to receive subscriptions on behalf of this Fund.

Will you kindly forward all subscriptions to me at the Mansion House, London.

Believe me,

Yours faithfully,

(Sd.) C. C. WAKEFIELD.

Lord Mayor of London.

LORD KITCHENER NATIONAL MEMORIAL FUND.

President: Her Majesty Queen Alexandra.

Treasurer: The Right Hon. The Lord Mayor of London.

Joint Hon. Secretaries: Sir Hedley Le Bas, and H. J. Greedy, C.B., M.V.O.

## Objects of the Fund.

The object of the Fund is to provide for disabled officers and men of the Army and Navy. The Government pension may be assumed to protect the recipients against actual want, but the instances of disablement contemplated by the Fund show that much will have to be provided beyond mere sustenance if life is to be made tolerable; and much will have been achieved if it can be assured that the individual sufferer has such assistance in the way of medical and surgical necessities as his condition demands.

Among the disabled officers in the Armies raised by Lord Kitchener are many men of slender means, while even those who may be regarded as fairly well off may need help in cases where expensive measures of treatment are involved.

The Council of the Fund realize that the proper place for the disabled officer or man is his own home. To get home is his first wish, and to help him in this direction will be a prominent object of the Fund. In many cases of disablement, however, persistent medical or surgical treatment, or special nursing, is needed to relieve suffering, to prolong life, or to make life more endurable, and to confer some lasting benefit on the invalid.

This often involves a far greater outlay than the disabled man of limited means can afford. It will therefore be the first purpose of the Fund to help officers and men alike, and to provide not only medical aid, but to supply apparatus, appliances, expensive nursing requisites, such as water beds, and to help generally in making the life of the disabled man as free from worry and discomfort as is possible.

There will be many cases which could not with advantage be treated in the homes of the patients, such as the case of a man totally paralysed, who cannot receive adequate care in any but a well-to-do home. He needs a special bedstead if he is to be moved daily into the fresh air,

## ALIEN SEAMEN.

Rules as to Landing in Hongkong.

The following regulations have been made by His Excellency the Governor relating to the landing of alien seamen:—

1.—(1) An alien, being the master or a member of the crew of a vessel arriving in the waters of the Colony shall not land at any place in the Colony of Hongkong unless he has in his possession a passport issued to him not more than two years previously by or on behalf of the Government of the country of which he is a subject or a citizen, or some other document satisfactorily establishing his nationality or identity, to which passport or document there must be attached a photograph of the alien to whom it relates.

(2) Where an alien is under the provisions of these Regulations prohibited from landing at any place, the Captain Superintendent of Police or such other officer as the Captain Superintendent of Police may appoint in that behalf, may nevertheless grant him in writing temporary permission to land for such purposes and subject to such conditions as the Captain Superintendent of Police may from time to time prescribe, either generally or as respects any particular place or vessel.

(3) Where an alien has received such temporary permission to land, he shall carry the written permission on him at all times while he is in the Colony and is not on board his ship, and shall produce such written permission on demand to any revenue officer or police officer.

2. Any alien committing a breach of any of these Regulations, or failing to comply with any condition imposed on him under these Regulations, shall be liable of summary conviction to imprisonment for any term not exceeding six months and to a fine not exceeding eight hundred and fifty dollars.

3. Any person who aids or abets any alien in any contravention of these Regulations, or knowingly harbours any alien whom he knows or has reasonable grounds for supposing to have acted in contravention of these Regulations, shall be liable on summary conviction to imprisonment for any term not exceeding six months and to a fine not exceeding eight hundred and fifty dollars.

4. Any person who acts in contravention of these Regulations, or is reasonably suspected of having so acted or being about so to act, may be taken into custody by any revenue officer or police officer.

5. In these Regulations "alien" means any person who is not of British, Japanese, Chinese or other Asiatic nationality.

6. These Regulations may be cited as the Alien Seamen Regulations, 1916.

and he needs also costly appliances and a constant service of both male and female nurses. He needs electrical and other measures of treatment, massage, etc., which can only be adequately supplied in a home or institution which will form the basis of the Fund's efforts.

To such a home will be attached an efficient residential and visiting staff. The disabled man will be assured of the best possible treatment that the country can provide, and if there is any hope of recovery, that hope is more likely to be realised in such a special establishment as is contemplated.

Remittances should be sent to the "Lord Kitchener National Memorial Fund," The Mansion House, London.

Cheques should be drawn to the "Lord Kitchener National Memorial or Bearer," and crossed "Bank of England."

All other communications should be sent to—Sir Hedley Le Bas, Hon. Secretary, "Lord Kitchener National Memorial Fund," 34-35, Norfolk Street, Strand, London.

## FOOCHOW TEA TRADE.

Last Year's Features Explained.

We extract the following from the Foochow Customs report for 1915:—The leading article of export abroad is tea, of which 179,000 piculs of all kinds were shipped, being 55,000 piculs more than in 1914. However, all this tea was not produced in this Customs district, as the Santao tea comes here to market, some indeed for completion of manipulation as well. The year opened with stocks of tea amounting to about 3,500 half- chests. In May buying began in earnest, and prices went up by leaps and bound. But here I can do no better than quote, almost verbatim, the note of a merchant of long experience. The note was written in November. "The season under review has been exceptional, both as regards quantity and price. Congou supplies were 259,000 half-chests, as against 123,000 half-chests last season (1914-15). An unprecedented Russian order for about 45,000 half-chests came to Foochow at apparently an unlimited price. And this demand, combined with a boom on the market in England, Australia, and the United States, raised prices 10 and even 20 taels above the prices paid under ordinary conditions in ordinary seasons. In fact, during the year prices, particularly of low grade teas, have achieved a record. The native tea men at first realised enormous profits, but it looks as if foreign buyers paid too much, for the home market is now (November) very quiet, not to say dead. Sales are difficult to make, and losses are inevitable. The profits on the first crop induced the tea hongs to make large second and third crops regardless of cost, and the strong demand thus produced for last year's crop, on the price, forcing it still higher, to the very great advantage of the grower. But it now appears certain that large slices have to be cut from the early profits, as the prices now being accepted for the later crops are certainly below cost of production. In anticipation of good home markets, foreign buyers made forward contracts early in the year with tea hongs to supply large supplies of 'common' to 'good common' congou. It is regrettable that some of the hongs failed to deliver at date, or delivered less of a quality far inferior to the standard agreed upon. The supply of something was about 20,000 half-chests less than that for last year, and the small crop commanded high prices. Germany used to take most of this tea, but that market was closed throughout the season."

The consensus of opinion seems to be that some very fine crops of tea came to market at fairly moderate rates, all things considered, but the crop as a whole was indifferent and poor. The boom in prices mainly affected lower grades of tea but it had the result of bringing into the market a lot of very poor stuff, which, unluckily for the credit of Koochow teas, had to be bought to fill orders. The reaction set in in August, and prices came down with a crash. At the same time freights began to mount, and the advance was coupled with war risks rising from 1 to 5 per cent; the exchange price of silver went up 20 per cent in less than two months. The combination of circumstances reduced the market to a state of utter stagnation, and under such conditions the oolong came to market. The hongs demanded high prices, the exchange was against the foreign buyer, and freights were up to figures unseen for the last quarter of a century. The result was that the close of the year saw a large crop of oolong, double the ordinary quantity, still on the market. And it looks likely to remain there some time.

Opium Packers Charged. Before Mr. F. A. Hazeland, at the Police Court this morning, two Chinese packers at the Hongkong Opium Shed were charged with stealing \$14 worth of opium. Without any evidence being called, His Worship adjourned the hearing.

## DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

## DAISY BRAND BUTTER.

IT IS ABSOLUTELY THE BEST  
NEW ZEALAND TABLE BUTTER.

SOLE AGENTS:—

THE DAIRY FARM CO., LD.

## NORTH BRITISH

AND

## MERCANTILE INSURANCE CO.,

in which are vested the shares of  
THE OCEAN MARINE  
INSURANCE CO., LTD.

AND  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

The Undersigned AGENTS for  
the above Company are prepared  
to ACCEPT RISKS against  
FIRE at Current Rates.

SHEWAN, TOMES & CO.  
Agents.

## Yorkshire

Insurance Co., Ltd.

ESTABLISHED 1884.

The Undersigned AGENTS for  
the above Company are prepared  
to ACCEPT RISKS against FIRE  
at Current Rates.

SHEWAN, TOMES & CO.  
AGENTS.

## CORRESPONDENCE.

[The opinions expressed by the  
correspondents are not necessarily  
those of the "Hongkong  
Telegraph"]

## "THE SCAMPS."

(To the Editor of the Hongkong  
Telegraph.)

Sir,—With reference to your article in to-night's issue, expressing surprise and disappointment at the cold reception awarded to the Bandman Company now visiting Hongkong, it appears to an outsider that during the progress of a great war, on the successful result of which our very existence depends, that the majority of the community is only showing a patriotic spirit in abstaining from spending their money on such unnecessary amusements, and, for one, would be only too pleased if all such wasteful expenditure of money was unanimously condemned and the energy and money devoted to better purposes during the continuance of this colossal struggle.

Yours etc.,

NAUTICUS.

Hongkong, September 8, 1916.

TO-DAY'S  
ADVERTISEMENT.

CANADIAN PACIFIC  
OCEAN SERVICES, LTD.

SPECIAL CALL AT  
SHANGHAI.

The "EMPRESS OF ASIA,"  
leaving Vancouver September  
7th, due at Hongkong September  
27th, will make a Special Call at  
SHANGHAI on or about September  
23rd, en route to Hongkong  
via Manila.

J. H. WALLACE,  
General Agent.

## SAKURA BEER



SOLE AGENTS:—

SUZUKI &amp; CO.

TEL 468

ALEXANDRA BUILDING.

## TO-DAY'S

ADVERTISEMENT.

## FOR SALE.

THE HULL & MACHINERY  
of a steel twin screw River  
Steamer built in 1904, and recently  
damaged by fire.

Now lying in Shanghai Har-  
bour and open for inspection.

Dimensions. 310' x 46' x 14'.  
Tonnage; Gross 3,391, Net 2,511.  
HULL. Collapsed above load  
line. In fair condition below  
load line.

Double bottom for and aft.  
MACHINERY. Two sets triple  
expansion engines.  
Cylinders 14 1/2" x 24" x 39 1/2"  
30"

Two Boilers 15' 0" diameter  
11' 6" long.

Engines and Boilers can be  
thoroughly repaired at moderate  
cost. Each set of engines is  
complete in itself and could be  
used separately.

Applications for inspection and  
tenders for the whole or part of  
the vessel should be sent to  
Messrs. Gibb, Livingston & Co.,  
Shanghai.

Particulars believed to be cor-  
rect but not guaranteed and sub-  
ject to examination by tenders.

THE HONGKONG  
UNIVERSITY.

ST. JOHN'S HALL.

ST. JOHN'S HALL, Bonham  
Road, re-opens for Graduates,  
Undergraduates and External  
Students on September 11.  
Special facilities for Graduates.  
Apply to The Acting Warden.

## SHORTHAND CLASSES.

EVENING Classes for young  
ladies in Pitman's Short-  
hand will be held at St. Mary's  
Convent, Kowloon, commencing  
TUESDAY next—For further  
particulars apply to Mother  
Superior.

## FINE SILK

## SOCKS.

These Socks are made of a Fine Silk  
having a non-rip Lisle Thread top  
and feet reinforced with Lisle  
thread, adding to wearabilities.

In various colours with embroidered  
Clax of a contrast colour.

MACKINTOSH & CO., LTD.

Men's Wear Specialists,  
16, DES VŒUX ROAD.

WM. POWELL, LD.

Telephone 346.

## NEW CONSIGNMENT OF

SAXONE  
BOOTS & SHOESFOR  
MENTHE SECRET OF  
SAXONE SUCCESS:—

"SAXONE'S" are made in  
Britain to fit the British foot.  
to please the British taste,  
to meet every requirement for  
good form and GOOD WEAR.

SOLE AGENTS:—

WM. POWELL, LTD.

"COLUMBIA"  
DANCE RECORDS.

ONE &amp; TWO STEPS, TANGOS, WALTZES, ETC.

A 1463	TANGOLETTE (A GOOD FELLOW)	TANGO	MUNICIPAL BAND
A 1468	GET OUT & GET UNDER TRES CHIO	TWO-STEP	PRINCES BAND
A 1507	ON THE MISSISSIPPI TOO MUCH MUSTARD	ONE-STEP	"
A 1532	INTERNATIONAL HIGH JINKS	ONE-STEP	"
A 1525	DREAMING ISLE D'AMOUR	WALTZ	"

THE ANDERSON MUSIC CO., LTD.  
6, DES VŒUX ROAD. TEL. 1322.

## WORTH HAVING.



D. & J. McCALLUM'S  
PERFECTION  
SCOTCH.

AVOID

IMITATIONS.



SOLE AGENTS:—

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## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	SARDINIA Capt. J. T. Jeffery	about 15th Sept.	Direct Service.
SHANGHAI, Moji, Kobe and Yokohama	NOVARA Capt. H. R. Hetherington, R.N.R.	about 23rd Sept.	Direct Service.
LONDON via Singapore, Penang, Cebu, Port Said and Marseilles	NAMUR Capt. S. C. Warner	d'light 24th Sept.	Direct Service.
LONDON via Singapore, Penang, Cebu, Port Said and Marseilles	SARDINIA Capt. J. T. Jeffery	noon 6th Oct.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

P. & O. S. N. Co.'s office,  
Hongkong, 9th Sept., 1916.  
E. V. D. Parr,  
Acting Superintendent.

CANADIAN PACIFIC  
OCEAN SERVICES  
LIMITED

QUICKEST TIME ACROSS THE PACIFIC  
To Canada, United States and Europe via Vancouver  
in connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.  
Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.  
EMPRESS OF RUSSIA and EMPRESS OF ASIA  
16,650 tons Gross Register, Quadruple Screw, Speed 21 Knots.  
Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change)  
Empress of Japan 20 Sept. Empress of Japan 15 Nov.  
EMPRESS OF ASIA 4 Oct. EMPRESS OF ASIA 29 Nov.  
EMPRESS OF RUSSIA 1 Nov. EMPRESS OF RUSSIA 27 Dec.  
Monteagle 7 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.  
Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to  
P. D. BUTTERLAND,  
General Agent, Passenger Department,  
Hong Kong.  
J. M. WALLACE,  
General Agent,  
Hong Kong.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

## Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

## WESTWARD.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID GAGGON & CO., LTD.  
Hongkong, Aug. 28, 1916.  
Agents.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS  
TO  
UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,  
General Agents.

or to REISS & Co. Canton  
Hongkong, 3rd Aug., 1916.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.  
(1917)

## SHIPPING

## NIPPON YUSEN KAISHA.

## THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—  
Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Teneriffe	Miyazaki Maru Capt. Teraoka T. 16,000	THURS. 21st Sept. at noon.
VICTORIA, B.C. and SEATTLE via Keelung, Shanghai, Kobe, Yokohama, and Yokohama	Kilano Maru Capt. Cope T. 16,000	THURS. 5th Oct. at noon.
SYDNEY & MELBOURNE via Manila, Thured Island, Townsville and Brisbane	Sado Maru Capt. Asakawa T. 12,500	TUES. 19th Sept. at 4 p.m.
CALCUTTA via Singapore, Penang, Malacca & Cebu	Shidzuka Maru Capt. Noma T. 12,500	WED. 11th Oct. at noon.
BOMBAY via Singapore, Malacca & Cebu	Tango Maru Capt. Soyeda T. 13,500	WED. 13th Sept. at 4 p.m.
MOJI and Kobe	Nikko Maru Capt. Takeda T. 9,630	FRI. 13th Oct. at 4 p.m.
SHANGHAI, Kobe and Yokohama	Ceylon Maru Capt. Tsuda T. 10,000	MONDAY, 11th Sept.
NAGASAKI, Kobe and Yokohama	Yotorofu Maru Capt. Ogura T. 8,000	TUESDAY, 12th Sept.
SHANGHAI, Kobe and Yokohama	Bombay Maru Capt. Shinobara T. 8,000	SATURDAY, 23rd Sept.
SHANGHAI, Kobe and Yokohama	Colombo Maru Capt. Nomura T. 8,000	WEDNESDAY, 20th Sept.
SHANGHAI, Kobe and Yokohama	Nikko Maru Capt. Takeda T. 9,600	TUES. 12th Sept. at 10 a.m.
SHANGHAI, Kobe and Yokohama	Hirano Maru Capt. Fraser T. 16,300	TUES. 19th Sept. at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, Sea Francisco	Tokuyama Maru Capt. Nakamura Tons 15,000	Beginning of October.
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Wireless Telegraphy. NIPPON YUSEN KAISHA. Telephone Nos. 292 & 293. B. MORI, Manager.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
*Persia Maru	9,000 - 14 knots	21st Sept. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	4th Oct. at noon.
Nippon Maru	11,000 - 15 knots	17th Oct. at 10.30 a.m.

Siberia Maru 18,000 - 18 knots  
\*Via Manila, Cebu, Shanghai. \*Cargo only. \*Proceeding to South America Ports.  
\*For this voyage the Persia Maru will call at Honolulu.  
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.  
ROUND THE WORLD TICKETS issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.  
Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, HIOLO, LOS ANGELES, SALINA CRUZ PANAMA, CALLAO, IQUIQUE and VALPARAISO, THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES, ETC.

Steamer	Tons & Speed	Leave Hongkong
Anyo Maru	18,500 - 15 knots	20th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to

T. DAICO, Agent.  
KING'S BUILDINGS.  
Telephone No. 291.

## JAVA-PACIFIC LIJN.

## Monthly Service between

NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.  
Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without notice.  
S.S. Arakan 11th Sept. S.S. Karimoon 11th Nov.  
Tjisondari 12th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.  
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.  
For particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN.  
Hongkong, York Buildings. Managing Agents.

## CHINA MAIL S.S. CO. LTD.

## FREIGHT AND PASSENGERS.

## S.S. CHINA

WILL SAIL FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

NOVEMBER 11 - JANUARY 18, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent.  
Prince's Buildings, Ice House Street.



## R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.  
Subject to change without Notice.

## HOMEWARD.

For Steamer Date of Departure

## TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10. Agents.

## SHIPPING

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Yingchow	10th Sept. at d'light.
MANILA, Cebu & ILOILO	Teau	12th Sept. at 4 p.m.
SHANGHAI	Chennan	12th Sept. at 4 p.m.
TIENTSIN	Kuichow	14th Sept. at 4 p.m.
HOIHOW & HAIPHONG	Kailong	21st Sept. at 10 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI"

SEPMANILA LINE—Twin Screw Steamers "Chishu," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.  
S.S. "Aihai," "Chennan," "Luchow," "Yingchow," "Shantung," and "Stakong," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage apply to

BUTTERFIELD & SWIRE,  
Agents.

Telephone No. 35.  
Hongkong Sept. 8, 1916.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijmancock	JAVA	in port	11th Sept.	AMOY & SHANGHAI
Tijlajap	JAVA & MAKASSAR	in port	17th Sept.	KOBE

\* Wireless Telegraphy.  
"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."  
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
York Building. [15]

Telephone No. 1574.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	16th Sept.	4th Oct. at 11 a.m.
St. Albans	21st Oct.	15th Nov.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.  
All Steamers fitted with Wireless Telegraphy.  
For further particulars, apply to

Gibb, Livingston & Co.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

Steamships.	Captain	Leaving:
Haiching	W. C. Passmore	TUES. 12th Sept. at 2 p.m.
Haikan	J. S. Thomson	FRI. 15th Sept. at 2 p.m.
Haichong	J. W. Evans	TUES. 19th Sept. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to

Douglas Lapraik & Co.,  
General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
MANILA	Loongang	Mon., 11th Sept. at 3 p.m.
WWEI & Tientsin	Cheongshing	Mon., 11th Sept. at noon.
SHANGHAI	Wosang	Tues., 12th Sept. at d'light.
SHANGHAI, Moji & Kobe	Namsang	Tues., 12th Sept. at d'light.
KOBE & Moji	Yajshing	Wed., 13th Sept. at d'light.
SPORE, Pang & Cebu	Fooksang	Thur., 14th Sept. at noon.
WEIHAWEI & Tientsin	Chigshing	Fri., 15th Sept. at d'light.
SHANGHAI	Choyang	Fri., 15th Sept. at d'light.
MANILA	Yueyang	Sat., 16th Sept. at 3 p.m.
SANDAKAN	Mausang	Thur., 21st Sept. at noon.

Return Tours to Japan.  
The steamers "Kutang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yajshing" and "Kamsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.  
Taking cargo on Through Bills of Lading to Kuda, Lahad Data, Singapore, Rawas, Uenkan, Jesselton and Labuan.

Under Straits Government Passport Regulations, All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.  
Telephone No. 215. General Managers.

## LOG BOOK.

Launch of a Holt Line.  
Glasgow, August 2—Scott's Shipbuilding and Engineering Co., Limited, Greenock, launched to-day the twin-screw steamer Tyndareus, a vessel of fully 10,000 tons, which they have built for the Holt Line, Liverpool. The Tyndareus is the largest merchant steamer launched on the Clyde for a considerable time, evidence of the increased activity in mercantile shipbuilding. The new vessel will be engined by the builders.

187 per Cent.

London, July 18.—The colossal profits of a shipping company are to form the subject of a question in the House of Commons. Mr. W. Thorne will ask the President of the Board of Trade whether his attention has been called to the report of the W. and O. T. Jones Steamship Co., (Ltd.), of Cardiff, for the year ended June 30, which shows that the profit on a fleet of 13 steamers was £324,855, representing 187 per cent. on the company's capital; whether he is aware that the previous year's earnings were only £87,105, allowing a dividend of 15 per cent.; and if he intends taking action to prevent such exploitation, which to a great extent is the cause of higher food prices, on the admission of the Board of Trade.

Fire on "Malay-Mar" at Moji.

A serious outbreak of fire occurred on board the O.S.K. Bombay liner Malay-Mar at Moji on Saturday night, says the "Nagasaki Press." of August 29. Several steam launches and the Mitsu Bishi salvage steamer Oura-Mar assisted to fight the flames, which were not extinguished until six o'clock the next morning, by which time about eight hundred bales of cotton had been destroyed and several thousand damaged by sea water. The hull of the vessel also sustained some damage. The origin of the fire is not known, but one theory is spontaneous combustion, the result of a gale encountered in the Formosan Channel. The financial loss is estimated at Yen 100,000.

Record Price for the "Lome."

London, Tuesday Aug. 2.—The keenness of bidding between Italian, Belgian, French, and British subjects at a Baltic prize sale yesterday afternoon was quite sufficient to show that speculation in ships is as strong, if not stronger, than it has been before. Messrs. Lachlan and Co. put up the steel-screw passenger and cargo steamer Lome at the Baltic Exchange. This ship had been at the bottom of the sea for several months. When the Germans saw there was a chance of her being captured by the British naval units at the Cameroon they sank her. Afterwards she was successfully salvaged by the British, and yesterday at the sale she realised the sum of £38,100.

The details of the Lome are as follows: 2,583 tons gross, 1,620 tons net register; built at Hamburg in August, 1888, by Blohm and Voss; fitted with triple-expansion engines of 282-horse power nominal, with cylinders 25.2in., 40in. and 66in. by 42in. stroke, by Blohm and Voss; was last classed 100 A 4 in the Germanischer Lloyd, and passed No. 3 survey, 1913; stated to carry about 3,300 tons on about 21ft. draft; bunker capacity about 400 tons; steams about 11 knots on about 25 tons consumption; three hatches, about 12ft. 6in. by 10ft. 6in., 25ft. by 10ft. 6in., 10ft. by 9ft. 6in.; three holds, four winches, steam steering gear, steam windlass and capstans; two double-ended boilers working at 165 lbs. pressure, 10ft. by 12ft. 5in.; heating surface 4,635 square feet, eight furnaces; water ballast in double bottom; is fitted for electric light; two decks three tiers of beams; poop 92ft. 9in.; bridge 76ft. 1in. fore-castle 55ft. 5in.; accommodation for about 34 first-class passengers. Dimensions: Length, 323ft. 2in.; breadth, 40ft. 5in.; depth, 22ft. 2in. The price was looked upon as a record. Mr. Ernest Hartley, the auctioneer, said that for the first time that afternoon Italian subjects would be allowed to bid on the same terms as Belgian and French subjects. The first price offered was £20,000 and there was some very keen bidding, narrowing down to a duel between Messrs. Japp, Hatch, and Co., Ltd., and Messrs. C. H. Bugg and Co.; the latter firm getting the Lome eventually for £38,100.

THE ALEXANDRA CAVE.  
Just arrived, large shipments of Cheong's Ham.



## SHIPPING

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)  
The S.S. "S. JACOB."  
This vessel plies regularly between HONGKONG & BELAWAN  
DELI (Sumatra) via Swatow.  
Next departure from Hongkong: September 25, 1916.

This vessel has excellent saloon accommodation for a limited  
number of passengers, is fitted with all modern conveniences  
and carries a duly qualified surgeon.  
For freight and passage apply to—

York Building, Tel. 1574 & 1575. JAVA-CHINA-JAPAN LIJN.  
Hankow, 29th May, 1916. Agents.

PACIFIC MAIL S.S. CO.  
U. S. MAIL LINE.

Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA."  
14,000 tons Each.

Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and HONOLULU.

## THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

S.S. "ECUADOR" October 7 1916.  
S.S. "VENEZUELA" ...  
S.S. "COLOMBIA" ...

These steamers have the most modern equipment including  
ALL LOWER BERTHS and Large  
Comfortable Staterooms (all single and two berths only).  
The Safety and Comfort of Passengers is our First Consideration.  
For further information, rates, literature, schedules etc.,  
Apply to—

ALEXANDRA BUILDINGS,  
Chater Road.  
Telephone No. 141.

## NOTICES.

WELLS FARGO & CO.  
EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.  
SPECIAL ATTENTION GIVEN TO THE  
SHIPPING OF TOURISTS' BAGGAGE AND  
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.  
1a, Chater Road. Phone No. 1500.

TAIKOO DOCKYARD,  
BUILDERS OF SHIPS, ENGINES,  
BOILERS

Of all Types and Sizes. Repairers, Salvors,  
Forgemasters, Brass and Iron Founders,  
Electrical and Mechanical Engineers.

## GRAVING DOCK.

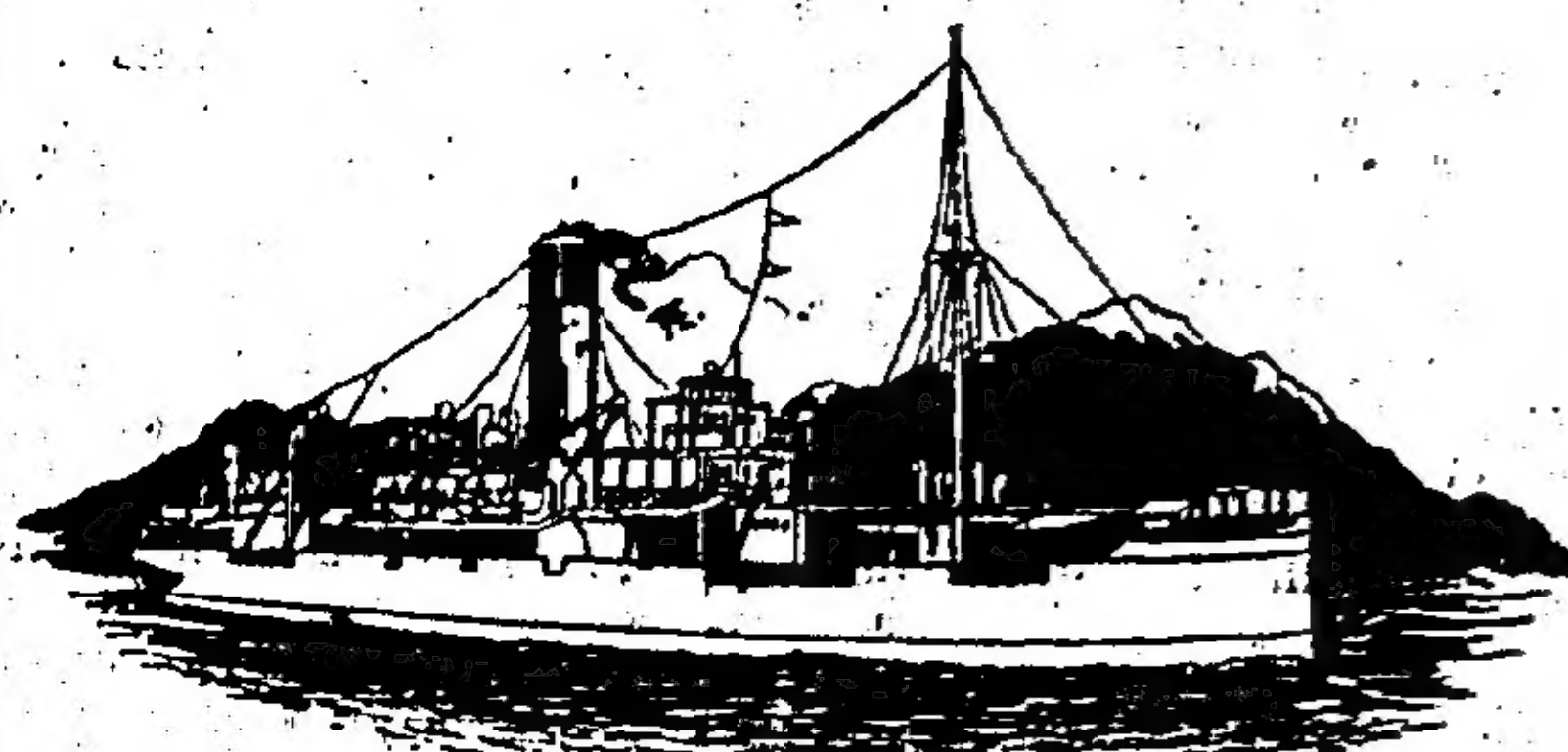
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## PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement.

## ELECTRIC CRANES

Ranging up to 100 Tons.



S.S. "KAJANG" launched April, 1916.

OXY-ACETYLENE  
and Electric Welding Systems.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

Mr. ROXBURGH, Messrs. THORNYCROFT'S Representative, is at present in  
Hongkong and may be seen by appointment.

Marine & Road Motors, Light Draft Carriers,  
Gunboats, Speedy Launches, Harbour Craft,  
Houseboats and Pleasure Craft of every descrip-  
tion. Motor Pumping Sets, Motor Vehicles, &c.

THE TAIKOO DOCKYARD AND  
ENGINEERING COMPANY,  
OF HONGKONG, LIMITED.

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN, AGENTS.  
Tel. Address: "TAIKOODOCK" Tel. No. 212.

## VESSELS LOADING AND TO LOAD.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Genoa and London	Glenlogie	S. T. & Co.	12, Sept.
Genoa, London and Hull	Glenlogie	S. T. & Co.	16, Sept.
London via Cape Town	Miyasaki	N. Y. K.	21, Sept.
London via Ports	Namur	P. & O.	24, Sept.
Liverpool via Ports	Kt. Comp'ion	B. & S.	27, Sept.
London via Cape Town	Kitano	N. Y. K.	3, Oct.
London via Ports	Sardinia	P. & O.	6, Oct.

## NEW YORK, SAN FRANCISCO AND CANADA

Havana and New York	Eurymachus	B. & S.	10, Sept.
San Francisco via Japan	Arakan	J.C.J.L.	11, Sept.
Victoria, B.C., & Seattle	Sado M.	N. Y. K.	19, Sept.
Seattle	Protesilaus	B. & S.	20, Sept.
Vancouver via Japan	E. of Japan	O. P. O. S.	20, Sept.
San Francisco via Honolulu	Persia M.	T. K. K.	21, Sept.
South American Ports	Anjo M.	T. K. K.	22, Sept.
Vancouver via Japan	E. of Asia	C. P. O. S.	4, Oct.
Victoria B.C., via Japan	Shidzuoka	M. N. Y. K.	11, Oct.
San Francisco via Japan	Tenyo M.	T. K. K.	4, Oct.
San Francisco via Japan	Equador	P. M. S. S.	7, Oct.
San Francisco via Japan	Tjisondari	J.C.J.L.	12, Oct.

## AUSTRALIA.

Australia via Manila	Tango M.	N. Y. K.	13, Sept.
Australia via Manila	Eastern	G. L. Co.	4, Oct.
Australia via Manila	Nikko M.	N. Y. K.	13, Oct.

## SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Singapore and Penang	Fooshing	J. M. Co.	9, Sept.
Shanghai and Japan	Parceus	B. & S.	9, Sept.
Manila	Titan	B. & S.	9, Sept.
Moji, Kobe and Yokohama	Telresias	B. & S.	9, Sept.
Shanghai	Yingchow	B. & S.	10, Sept.
Manila	Loongang	J. M. Co.	11, Sept.
Calcutta via Ports	eylon M.	N. Y. K.	11, Sept.
Bombay via Singapore	Penang M.	N. Y. K.	11, Sept.
Kobe	Tjilatjap	J.C.J.L.	11, Sept.
Weihaeiwei and Tientsin	Cheongshing	J. M. Co.	11, Sept.
Shanghai	Wosang	B. & S.	12, Sept.
Shanghai, Moji and Kobe	Namsang	J. M. Co.	12, Sept.
Shanghai, Kobe and Moji	Nikko M.	N. Y. K.	12, Sept.
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	12, Sept.
Bombay via Singapore	Yotorou M.	N. Y. K.	12, Sept.
Manila, Cebu and Iloilo	Tean	B. & S.	12, Sept.
Shanghai	Chenan	B. & S.	12, Sept.
Kobe and Moji	Yatahing	J. M. Co.	12, Sept.
Tientsin	Kueichow	B. & S.	13, Sept.
Singapore, Penang & Calcutta	Fookshing	J. M. Co.	14, Sept.
Shanghai and Japan	Sardinia	P. & O.	15, Sept.
Weihaeiwei and Tientsin	Chipsing	J. M. Co.	15, Sept.
Shanghai	Choyang	J. M. Co.	15, Sept.
Calcutta via Ports	Toza M.	N. Y. K.	16, Sept.
Manila	Yuenang	J. M. Co.	16, Sept.
Shanghai, Kobe & Yokohama	Hirano M.	N. Y. K.	19, Sept.
Shanghai and Japan	Colombo M.	N. Y. K.	20, Sept.
Shanghai and Japan	Glaucus	B. & S.	20, Sept.
Shanghai and Japan	Nelus	B. & S.	21, Sept.
Sandakan	Mausang	J. M. Co.	21, Sept.
Hoihow and Haiphong	Kailong	B. & S.	21, Sept.
Moji and Kobe	Bombay, M.	N. Y. K.	23, Sept.
Shanghai to Yokohama	Novara	P. & O.	23, Sept.
Bombay via Singapore	Totomi M.	N. Y. K.	25, Sept.
Belawan Deli (Sumatra) via S'waw	S. Jacob	J.C.J.L.	25, Sept.
Manila	Ixion	B. & S.	1, Oct.

## CONSIGNEES

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP  
COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

Consignees per Co.'s Steamer  
"MAGHAON."

are hereby notified that the Cargo  
will be discharged into Holt's  
Wharf, Kowloon, where it will lie  
at Consignee's risk. The Cargo  
will be ready for delivery from  
Godown on and after 6th Sept.

Optional cargo will be landed  
unless notice has been given prior  
to steamer's arrival.  
All broken, chafed, and damaged  
goods are to be left in the  
Godowns, where they will be  
examined on any Tuesdays and  
Fridays between the hours of 10.45  
a.m. and noon.

No claims will be admitted  
after the goods have left the  
steamer's Godown, and all Goods  
remaining undelivered after the  
12th September will be subject to  
rent.

All Claims against the Steamer  
must be presented to the under-  
signed on or before the 26th  
September, or they will not be  
recognised.

No Fire Insurance will be  
effected.

BUTTERFIELD & SWIRE

Agents.  
Hongkong, September 8, 1916.

## TO SAIL

OCEAN STEAMSHIP CO., LD.  
CHINA MUTUAL STEAM  
NAVIGATION CO., LD.

"BLUE FUNNEL" LINE.  
New York Service.

Hongkong to Havana and  
New York.

S.S. "EURYMACHUS"  
Ready to load about 10th  
September.

For Rates of Freight and fur-  
ther information apply to—  
BUTTERFIELD & SWIRE,  
Agents.

## GLEN LINE

(MCGREGOR, GOW & CO.) LTD.

For Genoa & London.

THE Motorship  
"GLENLYLE"

9,500 Tons D. W.  
will be despatched for the above  
ports on Tuesday, the 12th Sept.  
1916.

For freight, passage and further  
information, apply to  
SHEWAN TOMES & CO.  
Agents.

For the best Meals, Refresh-  
ments, Breads, Cakes and Con-  
fectionery at before the war  
prices, apply to  
ALEXANDRA GATE.

## CONSIGNEES

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP  
COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

Consignees per Co.'s steamer  
"PERSEUS".

are hereby notified that the Cargo  
will be discharged into Holt's  
Wharf, Kowloon, where it will lie  
at Consignee's risk. The Cargo  
will be ready for delivery from  
Godown on and after 8th Sept.

Optional cargo will be landed  
unless notice has been given prior  
to steamer's arrival.

All broken, chafed, and dam-  
aged goods are to be left in the  
Godowns, where they will be  
examined on any Tuesdays and  
Fridays between the hours of  
10.45 a.m. and noon.

No claims will be admitted after  
the Goods have left the steamer's  
Godown, and all Goods remaining  
undelivered after the 14th Sept.  
will be subject to rent.

All Claims against the steamer  
must be presented to the under-  
signed on or before the 28th  
Sept. or they will not be re-  
cognised.

No Fire Insurance will be  
effected.

BUTTERFIELD & SWIRE

Agents.  
Hongkong, September 7, 1916.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP  
COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

Consignees per Co.'s Steamer,  
"DEMODOCUS".

are hereby notified that the Cargo  
will be discharged into Holt's  
Wharf, Kowloon, where it will  
lie at Consignee's risk. The  
Cargo will be ready for delivery  
from Godown on and after 8th  
September.

Optional cargo will be landed  
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steamer's Godown, and all Goods  
remaining undelivered after the  
14th Sept. will be subject to rent.

All Claims against the Steamer  
must be presented to the under-  
signed on or before the 28th Sept.  
or they will not be recognised.

No Fire Insurance will be  
effected.

BUTTERFIELD & SWIRE

Agents.  
Hongkong, September 7, 1916.

## VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
P. & O.	Sardinia		Sept. 9	Bombay
N. Y. K.	Penang Maru	9,400	Sept. 9	Kobe
N. Y. K.	Sado Maru	13,500	Sept. 10	America
B. & S.	Telresias	7,606	Sept. 10	Singapore
T. K. K.	Persia Maru		Sept. 10	America
B. & S.	Eurymachus	4,995	Sept. 10	Manila
B. & S.	Agamemnon	7,010	Sept. 10	Shanghai
N. Y. K.	Tango Maru	13,500	Sept. 11	Yokohama
B. & S.	Protesilaus	9,547	Sept. 14	Manila
G. L. & Co.	Eastern		Sept. 16	Australia
B. & S.	Glaucus		Sept. 19	Liverpool
N. Y. K.	Miyasaki Maru	16,000	Sept. 20	Yokohama
B. & S.	Nelus	6,684	Sept. 20	Liverpool
P. & O.	Namur		Sept. 21	Kobe
B. & S.	Ixion	10,230	Sept. 27	Seattle
G. L. & Co.	St. Albans		Oct. 21	Australia

## NOTICE.

## AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all  
parts of the commercial world.

BANKERS.  
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AMERICAN EXPRESS TRAVELLERS CHEQUES—  
the best form in which to carry travel funds.

13, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

MOVEMENTS OF  
STEAMERS.

## AUSTRALIAN MAIL.

The E. & A. S.S. Co.'s S.S. EASTERN  
left Sydney (Via Queensland Ports, Port  
Darwin & Manila) for this Port on 25th  
inst. with the Australian Mail, and is due  
here on the 16th Sept. at about noon.

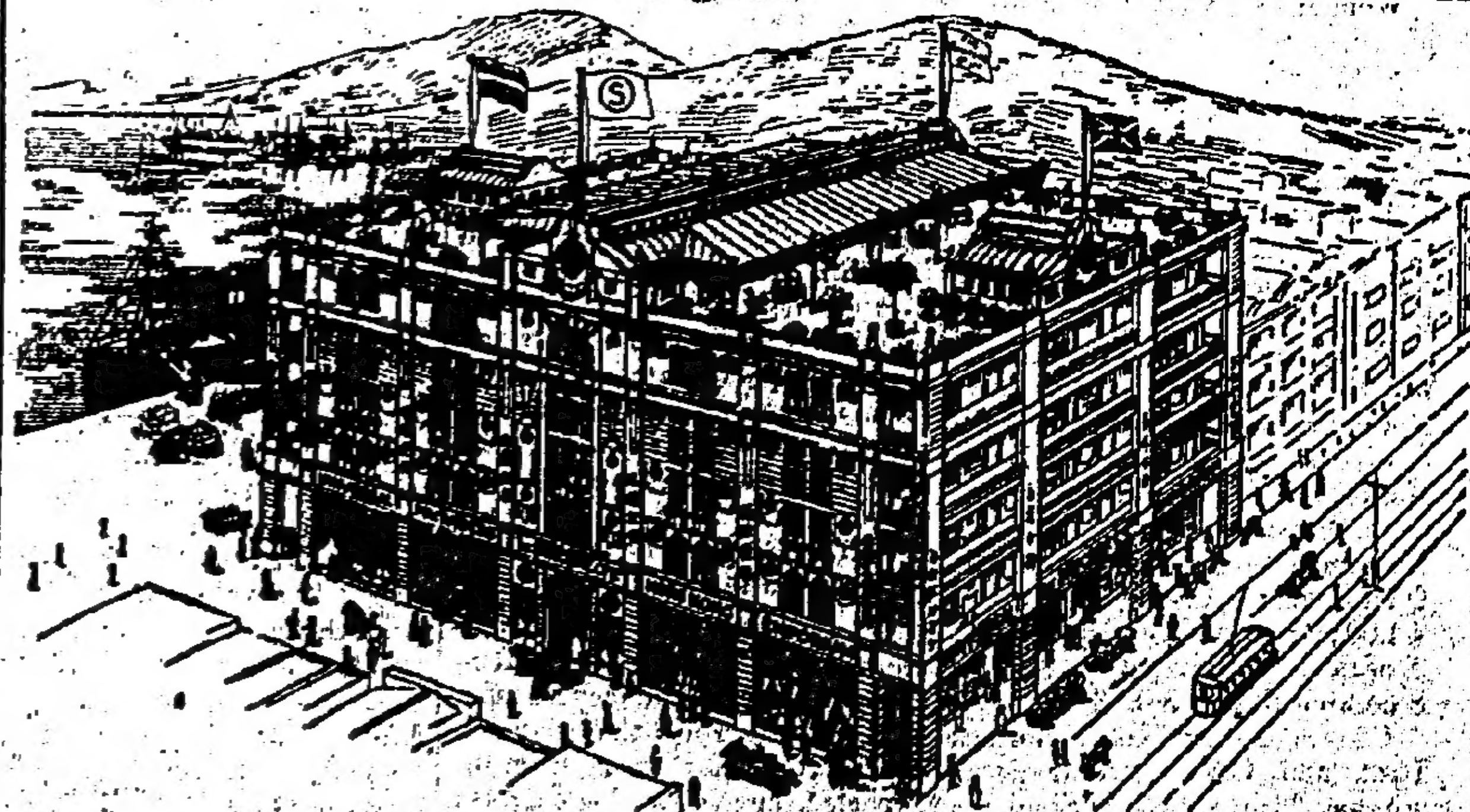
## AMERICAN MAIL.

The T. K. K. S.S. PERSIA MARU which  
sailed from San Francisco on the 15th  
August, is expected to arrive at this port  
via Honolulu, Japan Ports and Shanghai  
on Sunday, the 19th inst. at 3 p.m.

## VESSELS IN PORT.

## Steamers.

Chibbi, Br. s.s. 1,149, Lloyd, 29th Aug.  
—Wahaiwei, 31st Aug. Gen.—B. & S.  
Fookshing, Br. s.s. 1,471, Hay, 29th Aug.  
—Pancora, 19th Aug. Sagar—J. M.  
& Co.  
Laurie, Br. s.s. 1,340, Jenkyns, 31st Aug.  
—Saigon, Gen.—Chinese.  
Aymric, Br. s.s. 2,769, Anterson, 1st  
Sept.—Morona, 13rd Aug. Gen.—  
B. L.  
Manila M. Jap. s.s. 6,013, Kobayashi, 1st  
Sept.—Shanghai, 29th Aug. Gen.—  
O. S. K.  
Titan, Br. s.s. 5,730, Reed, 2nd Sept.—  
Vancouver, Gen.—B. & S.  
Chidai, Nor. s.s. 1,107, Nielsen, 3rd Sept.  
—Bangkok, 28th Aug. Rice—T. & Co.  
Chefoo, Chi. s.s. 2,654, Tsamoon, 3rd Sept.  
—Saigon, 30th Aug. Gen.—O. S. K.  
Myogisau M. Jap. s.s. 1,741, Kato, 3rd  
Sept.—Samarang, Bugar—M. B. K.  
Prometheus, Nor. s.s. 1,077, Jensen, 3rd  
Sept.—Bangkok, 27th Aug. Rice—  
T. & Co.  
Sungking, Br. s.s. 967, Trowbridge, 3rd  
Sept.—Haiphong, 2nd Sept. Gen.—  
B. & S.  
Anna, Nor. s.s. 1,102, Arntsen, 4th Sept.—  
Bangkok, 27th Aug. Rice—Order.

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Bank.	b.	\$ 750.00.
Cantons.	n.	\$ 400.00.
Unions.	n.	\$ 920.00.
Yangtze.	n. ex. 73	\$ 282.50.
Douglases.	b.	\$ 135.50.
Indos (Def.)	b.	\$ 127.00.
Malabona. a. & sa.	\$	37.50.
Kailana.	n.	30/
Langkats.	n. T	26.50.
H.K. Wharves.	b.	\$ 85.50.
K'loon Docks. s. & d.	\$	130.00.
Shai Docks.	sa. T	74.00.
Ewos.	n. T	150.00.
Shai Cottons.	b. T	100.00.
Dairy Farms.	b.	\$ 40.50.
Green Islands.	sa.	\$ 9.75.
Trans. (L.L.)	b.	\$ 7.55.
Laundries.	n.	\$ 3.75.
Watsons.	b.	\$ 6.75.

THE COLONY'S  
FINANCES.

The financial statement for the month of June, issued by the Hongkong Treasury, is as follows:—

Balance of Assets and Liabilities on 31st May, 1916.	\$ 361,163.51
Revenue from 1st to 30th June, 1916.	1,048,171.64
<b>Total</b>	<b>1,409,335.15</b>

Expenditure from 1st to 30th June, 1916.	865,039.79
<b>Balance</b>	<b>\$ 544,295.36</b>

## HONGKONG TRADE.

A Fortnight's Activities Reviewed.

The following extracts from the Fortnightly Price Current and Market Report issued by the Hongkong Chamber of Commerce:—

**Cotton Piece Goods and Fancy Cotton Goods.**—During the interval cotton has touched the sensational price of 10d but has since declined to 9.8d. One or two small transactions in white shirtings and 8½s. greys are reported. There is a fairly steady enquiry for certain classes of fancy goods but it is difficult to connect business owing to the very high rates demanded by dyers and manufacturers at home.

**Cotton yarn.**—The demand has been small at an advance of 3s to 3½ per bale. Owing to the high prices and the political conditions the dealers are extremely cautious. Quotations are:—No. 10s at \$99/119. No. 12s at \$107/118. No. 16s at \$118/140. No. 20s at \$120/152. Arrivals 19,000 bales. Sales 4,000 bales. Shipments 1,000 bales. Unsold stock 42,000 bales. Bargains 25,000 bales.

**Woolens.**—Market continues placid.

**Metals.**—Business extremely dull. There are reported sales of tinplates at from \$14.00 to 14.50 per box. Other lines are neglected, and with very little enquiry.

**Sugar.**—Market quiet generally but a fair business was done in browns.

**Flour Market Report.**—American Market: Quiet and steady. Notice has been received of freight advances for new crop. Local Market: Still very little being done. Imports are very low and clearances purely nominal. Quotations: American Patent, \$4.00; American Outoff, \$3.40; American—Straight, \$3.35; Shanghai Flour, 3.06-3.05.

**Canton Silk.**—Messrs Herbert Dent and Co.'s circular dated August 28th states:—Stock:—1,000 bales. Market: Silk—Settlements for France have been large, as settlements run in these times. With scarcely anything doing for America. Prices show an advance of \$30 to \$40 per picul. Exchange has kept steady throughout the fortnight. Silk is beginning to filter down slowly from the country and the prospects ahead are brighter as regards the settlement of local difference. West—Has advanced in sympathy with the futures.

## KILLED IN ACTION.

P. C. Painting Among the Casualties.

News has been received at the Police Station by friends of Police Constable E. G. Painting, who, it will be remembered, left with others in 1914 to go home to join the colours, that he has been killed in action. It is also rumoured that P. O. Carpenter was wounded. P. O. Painting was a very popular man and had been in the Hongkong Police Force for about two years, during which time he had made a host of friends. The news of his death has caused widespread regret for he was a favourite with all who knew him.

## LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:—

Sept.	1	2	3	4	5	6	7	8	9	Tons
	118	105	118	111	103	112	101	110	102	
<b>Total to 9th inst.</b>										<b>871</b>

Daily average 98.77

## THE "SCAMPS."

A fairly well attended house enjoyed a really splendid programme put on by the "Scamps" at the Theatre Royal last evening, and the high reputation this band of performers have gained for themselves in this tour was further enhanced. In both the individual and concerted items the talent displayed was of the highest, and a continuous stream of merriment was maintained. Those present were not slow to demonstrate the pleasure derived from the efforts of the company, and encores were frequently demanded. In their concluding number, "A Ragtime Drama," arranged by Mr. Wolsley Charles, the company were seen at their best, and one felt sorry that the performance was over so soon.

This evening, a special programme is being given, and it is to be hoped that the patronage will be more liberal than has been the rule during the week. The company goes to Canton tomorrow and will reappear at the Theatre Royal on Wednesday and Thursday next.

## MONGOLIAN BANDITS.

Japanese Medical Relief Offered.

A body of Mongolian bandits has occupied the town of Kuobai. A Changchun dispatch to the Mainichi says that they have placed neighbouring villages practically under martial law and are making elaborate preparation for a big move against the Government troops who are on the way thither to bring the bandits into subjugation. It is therefore expected that serious encounters will happen in a few days.

On the 18th ult. the Changchun branch of the Japan Red Cross Society established an office in Kuobai for the treatment of cases that may result from the expected encounter between the Government troops and the Mongolian bandits. It is added that a group of Japanese medical men and nurses is also proceeding from Mukden to Kuobai.

## Hongkong and Plague.

We are informed by the Hon. the Colonial Secretary that Hongkong has been declared free from plague by the Netherlands India Government.

## GERMAN INEFFICIENCY.

American Journal's Straight Talk.

No nation can long be called efficient which fails to advance the general life of humanity says the New York Outlook. As the war drags on, with its ever-increasing waste of ruin and irreparable loss, Germany is fast losing her "place in the sun," and stands as the "horrible example" of utter failure along the avenues of real world service. That she is powerful none can deny; but that her strength is of the eternal type is daily becoming more doubtful. In a sense she has been efficient, but for fundamentally wrong purposes; and, unless the unexpected happens, she is bound to undermine her own foundations and find herself less respected and both morally and physically weaker than before the conquest of Alsace-Lorraine.

The war has progressed sufficiently far for one to turn the light of truth on German efficiency in the actual field of battle. Where is her boasted superiority? Most people think she has done surprisingly well as a fighting unit. The facts warrant an entirely different conclusion. Boasting of a marvellous secret service, and apparently prepared for a world war, she can never again be called efficient in the face of her gross underestimation of brave little Belgium. Apparently expecting a triumphal march through Belgium and a speedy attack in force at the most vulnerable spot in France, this great "machine" was held up a whole month by the despised Belgians, giving France and her allies an opportunity to marshal their strength and prepare for the conflict. Had Germany foreseen the immense strength of the Belgian national spirit, it is almost certain that she would not have struck when she did. Surely such short-sightedness can never be called "efficiency"!

What was Germany doing when she failed to understand the tremendous moral and physical resources of the French nation? Living near neighbour to France for centuries, besides having innumerable spies throughout her enemy's territory, Germany apparently only counted fortifications and noes. Her philosophy was a wild confidence in steel and liquid fire, and she clearly despised the greatest military asset of the world—the morale of any people. No doubt German military leaders expected a short, sharp conflict, and then a victorious peace. Behind her siege guns she fired shot and shell into the invisible, indefeatable, and indestructible soul of France, and wondered that the war lasted so long! She had left this major war fact out of her calculations, and then attempted the conquest of soul with Krupp guns and poisonous gas!

Think of Germany's blindness with regard to England. Great Britain had been the butt of German jokes for forty years. According to Prussia, she was slow and notoriously lacking in dash and enterprise. But, slowly awaking out of her lethargy, she now holds with bulldog tenacity one hundred and fifty miles of French trenches, and is growing stronger every day. Her colonies, contrary to the German calculation, are absolutely loyal to her, and though revolt was actually allowed to break out in Ireland, the Nationalists, to the chagrin of Germany, with no uncertain sound have stood firmly and fought bravely against Britain's foe. Germany failed to understand, the temper of England. The two countries are entirely different in spirit, and Prussia apparently looked only on the materialistic side of Britain's defenses, and failed to estimate the wonderful loyalty which prevails throughout the British Empire. Unaccustomed to free speech at home, Germany could not comprehend how a liberty-loving people could freely criticize their Government and by strikes and labour disputes jeopardize the national life, and yet remain perfectly loyal and enthusiastically British. What can be said of the diplomacy which at the beginning of the war could suggest that

England might easily stand aside while Germany settled her account with France and Russia? There are few blunders the world over so colossal as the failure of the Teutonic Powers to estimate the strength of English patriotism and love of fair play which lay ready to be called to arms as soon as any foe would seek to strike a blow against democracy or the right of a people, though small, to govern themselves.

Germany thought she understood India. She found that country seething with revolt. All this world had been made to believe that there was unrest there. Britain has never been able or anxious to curb criticism, and in Hyde Park, near to the doors of Buckingham Palace, every kind of religious and political heresy is permitted freely to open its mouth. The unrest in India had in like manner been allowed to find voice, and Germany undoubtedly thought that through her secret agencies she could ferment enough trouble in India to keep England busy should war be declared. Here again her viewpoint was faulty—she saw the facts in wrong juxtaposition. Unrest and criticism did not mean all that Germany thought they meant. She noted the form caused by the breakers of free speech, and failed absolutely to understand the strong foundations upon which British institutions and Indian loyalty rest. A state of mind incapable of comprehending the spirit of the British colonies ought not to be called efficient. A philosophy which undervalues the war strength stored up in loyalty and honor have no military value is proved false by the test of facts, and forever discredits the German point of view.

Possibly the greatest blunder Germany has made in the actual conduct of the war has been her alliance with Turkey. She gained strength in numbers when she admitted the Turkish Empire into partnership. Such an alliance strengthened the German war plan, brought much needed food into Germany, and prolonged the war indefinitely. But can Germany ever recover from the stain of the Armenian atrocities? The good will of the world was of more value than a dozen Turkish Empires. If Germany expected the call to the Holy War to succeed, what a terrible apostasy for a Christian nation! and what a delusion! If, on the other hand, she thought the call to the Holy War would fail, then she deliberately played with the most dangerous fire the world has ever known. No one knew what might have been the result, and for the sake of victory Germany was willing to take the risk of touching the Mohammedan barrel of Gunpowder with the fuse of a Holy War. Whatever was expected to happen, the fact remains that Mohammedanism is fighting Mohammedanism, a thing not thought possible in the scheme of German efficiency.

As a fighting machine the German army has not lived up to its reputation. What would have happened if the Allies had been prepared for war? Outnumbered as they were lacking of ammunition, short of big guns, and with only green reserves to take the field, what a wonderful showing they made and are still making! The men of fifty years ago in this Nation remember how long it took the North to raise a fighting army and discover winning generals. Think, then, of the superb showing of the Allies in defending themselves from an enemy that was armed to the teeth! Germany expected to win the war a year ago. The idea was magnificent, but it failed. In spite of its preparedness, the much-boasted German army is really being held at bay by nations who at the beginning of the conflict were not prepared for war. If an amateur boxer can obtain an even draw against a much-heralded champion, who at the ring-side would call the encounter a victory for efficiency?

What has Germany accomplished by her policy of "frightfulness"? Undoubtedly she has gained many miles of trenches by the use of poisonous gas. With-out question liquid fire has accomplished like results. Perhaps the burning of Louvain was

## CANTON ENTERPRISES.

Some Interesting Developments.

The Canton Customs report for 1915 contains the following:—

The Canton Electric Supply Company has made remarkable progress during the year; the monthly receipts are reported to amount to \$60,000, and new customers are continually presenting themselves. This increase of business called for additional plant; but this was rendered a practical impossibility by scarcity of freight space and the rising price of electrical material, all of which is manufactured outside of China. This inability to extend the works naturally limited the increase in earnings.

The Canton Cement Works produced about 145,000 casks of cement during the year, of which several thousand casks were exported to foreign countries and the remainder was divided between Hongkong and local demands. The turnout in 1915 is said to have increased 10 per cent. over that of the previous year. Recently one and a half working hours have been added to the daily schedule. Since June the cement works have manufactured a new species of decorated tile, of which more than 3,000 pieces are made per month.

The Canton Brick Factory has enjoyed a profitable year consequent upon the collapse of numerous houses and shops during the flood in July; and demand has always been largely in excess of supply. The price has consequently been forced up from \$85 per 10,000 to \$165 per 10,000.

The Canton Paper Factory has done a fairly good business during the year; but besides supplying the government departments, it sells only a small stock for local consumption. Owing to the limited capacity of the plant, the factory has been unable to make any striking progress.

The Canton Waterworks has made further progress during the year. To the list of water consumers, 1,369 houses have been added, and 36 main and 9,678 minor pipes have been laid during the year. The output of water is 537,800 gallons per day, and this quantity is considered sufficient to meet the public needs. No extension was made for supplying water to outlying places, except to barracks in the eastern suburb. After defraying all expenses, a net dividend of 8 per cent. was declared for 1915. It is probably worthy of mention that the Canton government, in consequence of the impoverished condition of the treasury, sold all its shares to merchants in October, and that in consequence the company is now entirely under a commercial management.

A lesson the world will never forget. Much destruction has resulted from the use of Zeppelins, an occasional chance shot having destroyed a soldier's life, wrecked a railway, or hit a munition factory. But from a military point of view the results cannot be said to justify the means. The Lusitania was a splendid prize, and the destruction of much ammunition had a value. But will not the cry of horror which escaped the lips of the civilized world forever offset every advantage gained by such a frightful policy? Of course, if might is right, then the more terrible the might, the more glorious the right. But on the grounds of efficiency alone such a policy is calculated to kill the goose that lays the golden eggs. The world has progressed too far for such a policy to succeed.

Germany has sought for world leadership and has sadly failed at the very door of success. Had her leadership been for goodwill and international co-operation, she could have played her part, and played it well. But she asked for the throne of Hannibal and Caesar; and in her blundering inefficiency she did not realize that those thrones are reserved for the dead. She has borne and trained her children, not for life, but for death on the fields of battle. For generations her people will be loaded with huge war debts, and because of her militarism all the world will have to carry a share of the staggering load.

## THE ITALIAN ARMY.

Brotherhood of Officers and Men.

The following is from an article by Mr. Sidney Low, the special representative of the British press with the Italian army:—

The economy with which the Italian campaign is being conducted is not attained at the expense of efficiency, so far as one can judge. The soldier is very well looked after. The quality of the food is excellent. A few days ago I went out to look at one of the heavy-gun positions behind the trenches. It was near a small hill village in which the battery commander and his staff had their quarters. Our inspection finished, the colonel invited us to lunch with himself and his officers at their mess, which was in the little village school-house. We had a most satisfying repast—soup, meat, macaroni, fruit, coffee, everything of the best.

I was the more surprised at this menu when I was informed that it was mainly composed of the army rations. The meat, coffee, and bread—admirable bread it was of unleached wheat flour—were the same as supplied to the soldiers. They could have much the same meal themselves every day if they chose. "Not quite so well cooked?" I suggested. "Quite as well," said the colonel; "perhaps better, our fellows are capital cooks and rather particular in their tastes. They will go hunting about among the cottage gardens for the herbs which give the right flavouring to their soups."

It is an intelligent army in all its sections, the army of a people which has some claim to call itself the most intellectual as well as the most artistic in Europe. The artistic quality comes out everywhere and in unexpected places. In an officer's mess I visited in one of the new barracks behind the lines I found the bare timber walls and ceilings covered with pictures, little "bits" from the camps and trenches, and clever caricatures of the enemy and of Italy's special butt, the old Austrian Emperor.

The men's own sleeping-rooms are sometimes similarly ornamented, and even the outside of the huts will be decorated with conventional designs and arabesques or patriotic inscriptions. There is always somebody in an Italian battalion who can paint, and generally somebody who can write poetry. If Kipling were an Italian writer his verses would be recited round every camp fire, as D'Annunzio's are. In the Leonzo region is an unusually commodious observation post borrowed out of the earth. It is discussed now, but at the time of the great advance eastward it was the office and directing station of an army commander, so that its rooms were walled and floored and furnished with hinged doors. These things one has seen elsewhere, but not the lines from patriotic poets painted in letters embellished with scrolls and flourishes all round the flank walls.

The officers take much interest in these pursuits of their men. The service discipline is strict and military offences are severely punished. But the social line between the commissioned and non-commissioned ranks is not drawn so rigidly as in some other armies. There is a good deal of the camaraderie between officers and men which prevails in the French army; and though the formalities are duly observed the private finds it possible to talk to a lieutenant in a natural tone, and the captain does not behave to a corporal as if he belonged to a different variety of the human species. It is easier to do that in an army where even in peace-time it may happen that the corporal is the son of a duke or a millionaire and the captain a lawyer in a small way or a bank manager in a provincial town.

## In Possession of Opium.

A Chinese was charged, at the Police Court this morning, with being in possession of opium. Inspector Gordon said the man was seen coming from the direction of the S.S. Nankin, which had just come from Calcutta, and when he was searched the opium was found in his possession, tied round his waist. A fine of \$40 was imposed.

## CHINA'S MILITARY BURDEN.

The Army and What to do about it.

Peking, Aug. 28.—One of China's biggest troubles is what for convenience sake may be called the Army. The Chinese Army is itself a constant danger to the peace of the country, while it constitutes no protection against external threat or internal disorder. It is useless against modern armies, and could not in recent years prevail even against the half-naked nomads of Tibet and Mongolia. Three divisions of it vainly endeavoured for months to bring to book White Wolf's robber band. Szechuan is now largely in the hands of brigands. So is Shensi. So is Inner Mongolia. Brigandage at all times in China, and in many of the provinces, is a regular profession, complementary to the military profession. Indeed the two professions might almost be said to be interchangeable, and it is often difficult to know when a soldier is a soldier and not a brigand.

There are said to be 1,100,000 men under arms at present in China. That seems a big figure, but probably it is not so very wide of the mark if account is taken of the regular army, the various provincial organisations and the anti-monarchist troops recently embodied. Whatever their number, these hordes of soldiers are eating the fat of the people, and one of the questions urgently requiring settlement is how to reduce their number.

The Government is considering the matter, and a scheme has been drawn up containing proposals involving reorganisation, first, of the troops in the seceding provinces, and next of those in the non-seceding provinces. But that does not advance the situation much, for the crux of the question is financial. It is understood that the troops in the seceding provinces have not been paid since they took the anti-monarchist side. Many newly embodied troops are in the same position. Moreover, they were fed and equipped largely on borrowed money, which must be repaid.

Demands for all these purposes are pouring in upon the Central Government, and to satisfy them fabulous sums are required. Estimates of the amount needed vary between \$10,000,000 and \$30,000,000, but whatever the real figure may be it is totally beyond the capacity of the Government to supply. As the first step towards reorganisation is disbandment, and disbandment cannot be effected without payment of arrears and the giving of bounties, it is obvious that all talk of military reorganisation is premature, and must remain premature until a large loan has been negotiated.—N. C. Daily News.

## POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. O. Jenkins, D.S.P., (Reserve) state:—

## Parades Central Station.

Tuesday, Sept. 12th, and Thursday, Sept. 14th.—Whole of No. 4 Company under Chief Inspector Mason, the Sergeant Major and the O. S. M. for at 5.45 p.m.

The following P. O. of No. 2 Platoon will parade under O. S. Major Khawar Khan at Central Station at 5.45 p.m.; on Monday and Thursday, in each week until further orders, in uniform with rifles:—Kasim Mohamed, B. A. Hyder, Fais Mohamed, Naria, Mahmood and F. Ali.

## Band and Orchestra.

Band Practice—Tuesday, Sept. 12th and Friday, Sept. 15th. Orchestra Practice—Monday, Sept. 11th.

## Ambulance Platoon.

All ranks will attend in plain clothes for Strengthen Drill at Central Station on Wednesday, and Friday, Sept. 13th and 15th at 6.30 p.m.



## BRITAIN BEGINS.

## THE PASSING OF THE INITIATIVE.

## A Studied Analysis of the War Situation.

The following most interesting article on the war outlook is contributed by Mr. Frank H. Simonds to the *American Review of Reviews*:

## I. The Great Change.

The last days of the second year of the world conflict saw a momentous change. For the first time the initiative on all fronts passed to the enemies of the Central Powers. In the East, the West, and the South, German and Austrian troops stood on the defensive, outnumbered and sensibly recoiling under ferocious assaults of Russian, Italian, British, and French troops. Even in the Balkans formidable Allied bombardments seemed to forecast an attack upon Bulgaria and Salonica. Nowhere save about Verdun, now without importance, did the Germans take the lead and here the results were immaterial, as they were inconceivable.

Not less significant was the fact that at last the great British army showed itself ready for the operation which had long been expected of it and twice, at Neuve Chapelle and Loos, demanded of it in vain. These lines are written too soon after the opening of the British attack to warrant any estimate of the fighting quality the new armies have displayed, but after nearly three weeks they are still going forward and the blunders of Loos and Neuve Chapelle have not been repeated.

Looking backward we see now the whole great war drama unfolded in three acts. The German effort to dispose of France which ended in the failure at the Marne and the stalemate in Flanders; the German effort to dispose of Russia, which terminated in the Pinsk Maraudes and terminated in failure; the German effort to exhaust France, morally as well as physically, which came to naught in April, when the French were able to repulse the most desperate of the German assaults upon the Meuse lines and thereafter to hold them to a struggle without importance or issue.

Three times Germany, surrounded by enemies richer in men, in money, in all material resources, and having absolute control of the sea, strove to break the circle of fire about her and dispose of one of her foes, as Napoleon disposed of Austria at Austerlitz, Prussia at Jena, and Russia at Friedland in the first and fortunate phase of his great career as Emperor. Three times she failed. Under her blows France and Russia staggered, but did not fall. Meantime there was left to Britain the time to make her new armies, to arm her millions and put them on the firing-line. They are now there.

Almost two years ago there was just such a chance for the Allies to seize the initiative as they have now taken. Defeated at the Marne, while her Austrian ally was routed at the San and the Bug, Germany seemed in a desperate posture. But only France of all the Allies had been even measurably ready, there were lacking to the British all troops save the few survivors of the first army, worn to tatters by Mons, Cambrai, the Aisne, and Ypres. France, having borne the brunt of the terrible first attack, was in no position to strike.

So the moment passed and Germany going east won her great campaign of last summer—won it on the battlefield, but lost the object, failed to dispose of Russia. Free again, Germany turned, first south to rescue Turkey and then west to deal with France. With Britain still unready France fought another Marne at the Meuse and held again. From February to July her gallant polus clung to the hills of the Meuse above Verdun and beat off the most formidable and sustained attack this war has seen, and no other war suggests a parallel.

It was always certain that Germany and Austria would ultimately have to stand on the defensive unless they disposed of at least one of all their foes before Britain was ready. It was always certain that they would ultimately lose the initiative unless, while they possessed it, they turned it into a decisive victory over Russia or France. And their failure has been absolute, because all their foes are now on foot, determined and powerful. The last chance to win the war in the field ended for the Central Powers with the failure before Verdun.

It was the recognition of this fact that prompted the German proposals for peace two months ago. It was the realization of this fact that dictated the rejection of the proposals by the Allies. We are now entering, a new phase of the war—the fourth act as I reckon it, counting the Marne, the Russian campaign, and the Verdun operations as the other three. Germany has failed to conquer her foes; they are now sufficiently strong in men and munitions to undertake the conquest of Germany. For two years German preparation and efficiency have overbalanced numbers, wealth, and sea-power, but there is no longer any advantage of preparation with her—rather it is with her foes.

## II. What the Allies Expect.

The Allies expect that the Germans and Austrians will no longer be able to replace casualties as the British, the Russians, and the Italians presently can. Russia's man supply is inexhaustible; she has already proved this. Britain is only beginning to draw heavily on hers. Italy has made no draft to speak of. But France, like Germany and Austria, is approaching, if she has not reached, that point where she can no longer send fresh men to the front to replace losses and each casualty therefore diminishes the total of men in the line.

The Allies believe that the Germans and Austrians are holding lines far too extended for their numbers. Look at this at Richmond and lost his army. Napoleon did this in the Eastern German campaign and suffered defeat, which turned out to be fatal. The Allies believe that by steady and concerted attacks upon all fronts they will presently wear the Germans and Austrians down to the point where they must shorten their lines or court disaster. But to shorten the lines is to confess defeat. To evacuate France or Poland is to lose the war absolutely, because these are the prizes Germany holds against her lost colonies and ocean commerce.

The Germans assert that they can hold their present lines indefinitely, that they can impose losses so great that the Allies will not be willing to pay the price. This argument of the South, proclaimed in the last newspaper printed in Richmond, which fell from the press into the hands of the victorious Northern troops that entered the town. The parallel may be wholly inexact; conceivably the Germans can hold. But this is the precise question that is now raised. This is the new issue.

No one in France, Russia, or Britain expects to reach the Rhine or the Oder this year. It is doubtful if there is any general hope in Allied capitals that Belgium can be liberated before snow flies. The Russians do not expect to approach Oranow or Posen, probably not to reclaim Warsaw or Lodz, before the year-end.

The utmost that the Allies hope is that France may be freed of German troops between the Meuse and the sea, that the German hold upon Belgium may be shaken, that Austria may have to surrender more of Galicia. So much for map hopes, but, what is more vital, the Allies hope and

believe that the concentrated and continuing attack on all fronts will begin to wear down German power of resistance, that German man-power beyond its limits and establish clearly the ultimate outcome of the struggle if it is prolonged to its natural end.

We are at the beginning of four months of fighting, more bloody, more terrible than this has yet seen. At its close the Allies believe that Germany will know herself beaten and knowing herself beaten be ready to discuss peace on the basis that peace can be had. The four months will cost Germany far more than a million casualties; they will cost Austria not less than half as many. Britain and Russia have the men to pay this price, while France and Italy will make material contribution. But the real test must be in the casualty lists, in the capacity to bear them on the two sides of the battle-front. The war of exhaustion has at last reached the decisive point. And it is to the war of exhaustion rather than to the war of position that we must turn to find an answer to the riddle of the world war. Can Germany pay the price and hold? This is the whole question now.

III. The Battle of the Somme. In this article I propose to discuss the Somme battle, the first step in the Allied offensive, in far greater detail than I have discussed other operations because I desire my readers to have a little glimpse of the future as well as the past of the movement now on foot.

Let us begin by clearing the ground. The Allied offensive will end in one of three things: (1) It will shortly be checked. If it is checked, then it is of no real value; it is to be compared with the German attack on Ypres in 1915 or on Verdun this year, with the Allied offensives in Champagne or Artois. (2) It will result in a sudden break in the German lines, wholly changing the face of the Western war. (3) It will continue as a long, steady pounding, with slow but sure gains by the Allies, following in some fashion the analogy of Grant's advance from the Rapidan to the James, which failed of any decisive success, but did result in material gains of ground and ultimately exhausted the manpower of his foe.

Now if the movement is soon checked, there is no use to discuss it. The chances of a sudden break are small; it may come, there is always the possibility, but it is too remote to warrant speculation here.

There remains the third possibility. The Allies may slowly but steadily push the Germans back over considerable ground. This is what I personally look for. The question of success or failure will be decided on the price the Allies pay for their progress and their capacity to continue to pay the price. These things are problematical but at all events we can now examine the ground upon which they have chosen to attack. We can examine the progress that has so far been made. We can see clearly enough what the Allies are aiming at, both in their immediate front and behind this. We can forecast what will happen if they are able to carry out their plans as they have laid them.

First of all, why did the French and British select the Somme Valley as the point of attack? It is not possible to answer this question wholly. We do not know whether they discovered some weakness there, or at the least decided this was the weakest point in the German line. Perhaps it was because at this point the French and British lines join, and this permitted a co-operation between Foch and Haig.

Now as to the point of attack: Look at the map and you will see that near the Somme River two wide circles in the battle-front meet. One wide circle, or semi-circle, comes all the way round from Champagne, from Berry-au-Bac, near Rheims. The other is a far smaller circle, enclosing Bapaume and meeting the northern part of the line at Arras.

In military phrase these two semi-circles are salients, that is, bulges, extending into the Allied line and held by the Germans.

If the French and British were able to penetrate the German line, just where the two semi-

circles or salients meet, which is at the Somme River, as they advanced they would be far in the rear of the German troops at the extreme points of the salients, that is, west of Bapaume in the Ancre Valley, in the northern salient, and in Roye, Chaulnes, Noyon, and before Soissons in the southern. If the Allied advance continued the Germans in these extreme points would presently have to retreat to avoid being cut off by the troops advancing across their rear and lines of communication. This would happen very soon in the case of the Bapaume salient because it is very small; it would not happen for a very long time in the case of the Noyon salient, because it is very large and the Allies would have to cut deeply in order to menace the Germans.

If the Germans were compelled to abandon the Bapaume salient they would have to retire from their first and second and possibly their third line trenches over a front from Arras to the Somme, rather more than thirty miles. If they were compelled to leave their Noyon salient, they would have to give up at least fifty or sixty miles of front and a very considerable area beside, including their territory nearest to Paris.

Now look at the map again and you will see that the whole German position in France is in itself a salient, a huge salient, coming west from the Meuse and bending north at the Oise near Noyon. Hence if the British and French were able to make a very deep cut into the German lines, advancing as they are from west to east, the Germans would presently have to leave all Northern France south of the Meuse and the Belgian frontier, to avoid being cut off by this attack, which would move through their west front and across their rear.

## IV. What Has Happened.

Having thus roughly sketched what might happen, let us examine what actually did happen and then use the material thus acquired to explain the future.

On or about July 1 the French and British troops on either bank of the Somme, facing east and holding the front before the little town of Albert, suddenly attacked the German lines. The attack was preceded by many days of terrible bombardment along the whole front, the orthodox prelude to an attack in trench war.

The attack was launched upon a front of sixteen miles, about twice as broad as the first German attacking front at Verdun and two miles shorter than the French attacking front in Champagne. The front was pretty evenly divided between the French and the British.

In the first phase the French were far more successful than the British. In less than a week they had got forward four miles and they soon expanded this to six. They approached the town of Peronne, captured the suburb of Biscuilles and Hill No. 97, which commands Peronne and the valley of the Somme between the French and the town. On the north bank of the Somme they reached Hardecourt, four miles from their starting place, and came to the edge of Clery, which is perhaps five. It is hinted that the Germans did not expect any attack from the French and were taken by surprise. This may explain the larger French success; it may have been due to better organization, but at all events the French did their work first and did it effectively. They were done by July 10, and were then looking down on Peronne, which they had lost on October 1, 1914.

The British did not move as rapidly. They were checked after their first drive and it was not until July 15 that they reported the taking of Longueval, which brought their line as far east as the French position of Hardecourt, due south of Longueval. But in the meantime the British had begun to strike north as well as east and take a series of little towns due north of their line of communications. In other words, the French having driven a wedge into the German line, the British at once took advantage of this wedge and began to widen it by striking north at the same time as they struck east.

At the time these lines are written, July 19, the situation is

about this: Together the French and British have driven a wedge into the German line. At its base, which rests on the old front, this wedge is sixteen miles wide. Four miles east, between Estrees and Longueval, it is ten miles wide.

At its point, just opposite Peronne, it is rather less than two miles wide. This represents the greatest advance the Allies have made since the trench war began and the French have covered before Peronne in ten days that the Germans covered before Verdun in considerably more than a hundred. At Longueval and Biscuilles-le-Petit the British are inside the German second line for the first time in trench warfare. Together the French and British have taken upwards of 23,000 prisoners and many guns. This is a smaller bag than the Champagne-Artois attack netted and considerably smaller than the Verdun bag of the Germans.

Now the effect of driving in this wedge has been this: The British at Longueval are at least ten miles further east than the Germans in the extreme point of the Bapaume salient. They are endeavouring to advance, not east but north, that is, toward Bapaume, not Peronne, and the effect of their advance is threatening the lines of communication of the Germans northeast of them. If they can get to Bapaume, which is rather more than five miles due north of Longueval, then the Germans will have to come out of the whole salient and form a new line running between Peronne and the outskirts of Arras, which they hold.

On their side the French are now endeavouring to strike south, not east. They are several miles further east than the Germans in Chaulnes and Roye and they are striking at the communications of these troops. They are fighting to get possession of several little villages, Barleux and Bery-en-Santerre among them. They are not attempting to get Peronne, which is on the other side of the Somme from them, surrounded by marshes and dominated by hills to north and east.

If the French are able to get south a mile or two on their side of the salient the Germans will have to leave Chaulnes and probably Roye, this will mean giving over a good many miles of French territory and may even involve quitting Noyon. But they can stand behind the Somme from Peronne to Ham and then across the hills to the Oise at Chauny. They will not be threatened with envelopment, that is, they can escape unless they hang on beyond all reason and this is utterly unlikely. The most that is in immediate prospect for the Allies, if they can keep on, is to shorten their own lines by turning the Germans out of Bapaume, Roye, Chaulnes, and Noyon and recover some hundreds of miles of French soil.

## V. What May Happen.

Let us now assume for the moment that the French presently succeed in pushing south, the British north, for the few miles that will compel the Germans to go back behind Bapaume and behind the Somme from Peronne to Ham. The German line will then run pretty straight south from Arras through Peronne and Ham to the Oise, either at Noyon, as now, or at Chauny, a few miles to the northeast. What then?

If the Germans have constructed a reserve line somewhere along this position, the Allies will have to begin all over again. They will have to begin as they began before. They will be in the same position as the Germans after they had broken the first line of the French at Verdun and advanced to the second. We shall have another bombardment and all the familiar details of trench warfare. But if the Germans have no reserve line, then the situation will be very different, then we shall have a war in the open again over fifty or sixty miles of front, between the German trenches at Arras and the Oise River. Then the Allies, by driving in a wedge will have turned the Germans out of a very wide section of their trenches and compelled them to fight in the open, where the superior numbers of the Allies will tell very heavily against them.

When the Germans broke the first French line at Verdun, the French had prepared no second

line. They had, of course, the old forts and they had relied on them. The most expensive thing to the French in the whole Verdun operation was restoring their line, that is, building a new line behind the one that had been broken. It was expensive because the Germans had to be held back while it was being done. As it was, Douaumont was lost and the situation was critical for some days. Not impossibly the German resistance and counter-attacking now is covering the preparation of a reserve line, but this is mere conjecture.

At all events we see clearly that the French and British advance has got to a point where it is a grave threat to German positions to the north and south at Bapaume, Roye, and Chaulnes. We see that the French have been rather sharply checked and that the British are still advancing. In point of fact, the latest German bulletins claim slight success for a German counter-attack in Biscuilles. We see that if they get a little further north the Bapaume salient will go and if the French get a little south Chaulnes and Roye will have to go.

Looking now to the large field, what may happen if the British are able to push on—and it is to the British that we must look for the burden of the achievement, for the French did their share at Verdun: Some twenty miles almost due east of Bapaume is the town of Cambrai, which gave its name to Smith-Dorrien's battle on the most critical day of the Great Retreat, although the action was fought some miles to the east. Cambrai is the junction point of two railroads of utmost importance to the Germans, the main line of communication of the Germans between Lille and the Oise. If the British could lay hands upon Cambrai, then it would be fairly certain that the Germans would have to come out of all their line from Soissons to Arras and their position in Lille would be gravely threatened. In addition Cambrai is the centre of a number of national highways, even more important to the Germans than the railroads.

It is fair to conclude, then, that the ultimate British objective is Cambrai. They will be twenty miles distant from it if they get Bapaume. They are twenty-five as it stands, but this is from the south. From the northwest they are only twenty miles away now in Arras. From both Arras and Albert, which they hold, national highways converge upon Cambrai and we may look to see an effort to reach the town both ways.

Less than twenty miles from the French position before Peronne is the considerable city of St. Quentin. This is also an important railroad and highway centre and if the French could get into it, all the German positions to the south would go and the Germans would have to come back close to the Belgian frontier, giving up Leon and La Fere and probably retiring from the Champagne Plain north of the Aisne.

We may then take Cambrai and St. Quentin as the probable objectives of the Allied offensive, insofar as it is aimed at objectives. Its main purpose is to strive for the exhaustion of the German reserves. If the French and British can cover the twenty miles that lie between them and either of these two objectives the Germans will have to quit much of France. If the British get Cambrai, they may have to evacuate all France now held by them between the Argonne and Lille. As it stands the Allies, to use Asquith's words, are only just beginning, but they have made a beginning which marks a new phase in the war.

Perhaps I should add, for the sake of clarity, that the foregoing is not a prophecy. So many times I have been criticized for forecasting something, when I have merely pointed out that it was the purpose of one side or the other to do the thing described. There is nothing yet to show that the Allies will succeed or fail. The Russians have just carried out an offensive on a grand scale. A far smaller gain of ground by the French or British would mean the retirement of the Germans from France.

But the history of the various offensive shows that usually the great gains are made in the first days. The Germans gained up-

## FOOCHOW SHIPPING.

## The Report for Last Year.

The Customs report for Foochow for 1915 contains the following:—

The total tonnage entered and cleared at the Maritime Customs during the year 1915 amounted to 938,058 tons. Of the steamer entries, 536,000 tons, 492,000 tons were under ordinary rules and 44,000 under Inland Steam Navigation Rules. The sailing tonnage amounted to 6,045 tons, of which 4,582 tons were Japanese. The sailing craft, although under a foreign flag, are of pure Chinese type, being mostly the property of natives of Formosa, and they are employed between this port and Santau and Formosa. The British flag leads the way in tonnage with entries of 198,000 tons, then follow the Chinese, 182,000 tons, and the Japanese, 140,000 tons. Owing to the war in Europe, the tonnage under the German flag, which stood for 42,000 tons in 1913, was 22,000 tons in 1915.

Under Inland Steam Navigation Rules the entries and clearances together amounted to 88,240 tons, being 76,606 under the Chinese flag and 11,634 under the Japanese flag. These vessels are all small and trade to Shacheng, Hinghwa, Ouanchow etc. To the ports visited was added this year Anhui. Of the ships under ordinary rules, three companies trade here constantly; one, under the Chinese flag to Shanghai, going and coming with irregularity; a second, under the British flag, to Hongkong and the intervening ports, arriving and departing with great regularity, though not on an advertised schedule; a third line, under the Japanese flag, trades to the Formosan ports and then northward to Shanghai, Tientsin, and Peking. During the year now under review a few coasters under the British and Chinese flags came in on their way northward from Swatow and Amoy. The first large ocean-going steamer to call for tea was the P. and O. s.s. Nellie, which unfortunately took the ground on going out, and so was delayed. Later some "Blue Funnels" called and others of other lines. One oil-tanker was loaded with tea for America. Being war time, freights ruled high during the year. The quotation for London was 50s. 6d. in January, and 11s. at the end of the year; for Genoa and Trieste, 49s. 6d. in Jan. and 13s. to Genoa, and 15s. to Naples before the year was out. Coastfreights also rose 30 per cent.

wards of four miles before Verdun in as many days; they have not got much more than two miles forward since then, that is, in four months. The French have been sharply checked to the south of Peronne and are not making any effort to advance toward the east; in fact, they are resisting strong counter-attacks in Biscuilles.

The Germans have had plenty of time to concentrate men since they found out from what quarter the storm was coming. We may see the whole operation checked in a few days. We may see it change to the Verdun type of foot-by-foot advance at terrific cost. This is what the Allies expect. But the objectives are plain. If they are attained, certain things will happen and the thing to do is to watch, first, the villages south of Bapaume, such as Martignepun and also the villages, such as Carbone, Bery-en-Santerre, and Barleux, south of the French line, and then to watch Bapaume, Roye, Chaulnes, and Noyon. Finally Cambrai and St. Quentin may be accepted as the ultimate goals of the two Allies, if they are able to on.

Perhaps the most significant thing in the whole operation is the tone taken about it by Berlin commentators. There is in the German capital not the smallest hint to minimize its possibilities, although the confidence that these possibilities will not be realized is absolute. In point of fact we are at the beginning of a great campaign and the stakes are becoming apparent. That is all that can safely or wisely be said now.



# DAIRY FARM NEWS.



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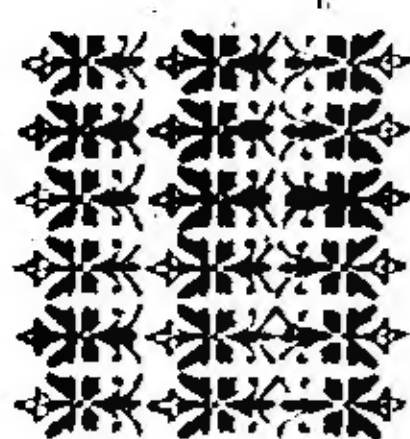


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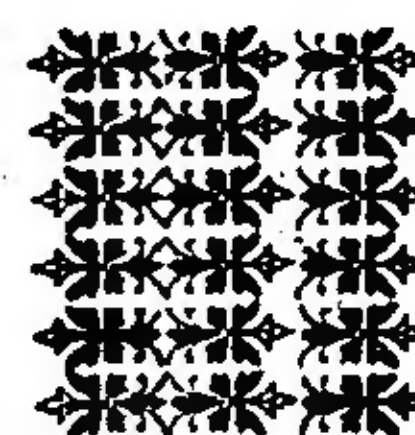
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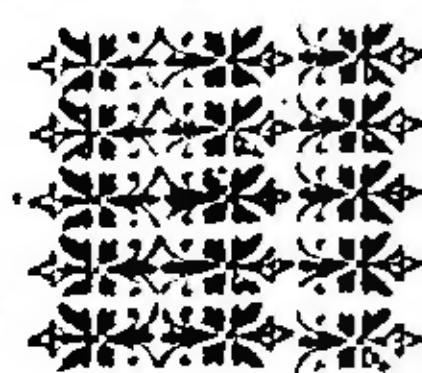
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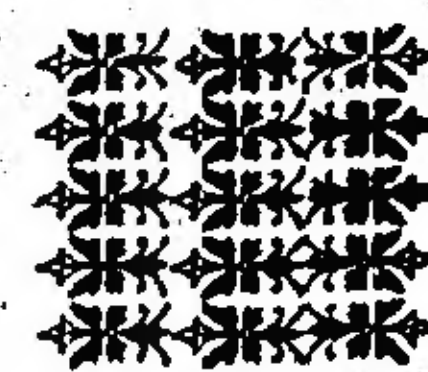
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## COMPARATIVE SHARE QUOTATIONS.

S-SELLERS; SA-SALE; B-BUYERS; N-NOMINAL

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."  
THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

Little or no business has been done in Hongkong and Shanghai Bank shares, which remain very scarce. The price has advanced to \$250, whereas in London, according to our latest advice by wire, there are sellers at £77.10.0 which at present exchange is equal to about \$730.

Sales have been made of Unions at \$920 and Cantons at the enhanced rate of \$400. Yangtzes have been sold in the North at \$262½ ex. 73. Hongkong Fire have buyers at \$385—small sales have occurred at that rate and also at \$384. China Fire remain unchanged with buyers at \$154.



## ENTERTAINMENTS.

## KOWLOON CRICKET CLUB.

Under the Distinguished Patronage of  
H. E. Sir F. H. May, K.C.M.G.,  
H. E. Major-General F. Ventris,  
G. O. C., and Commodore H. G. G.  
Sandeman, R.N.

## OPEN AIR

## CONCERT

IN AID OF  
THE WAR CHARITIES  
WILL BE HELD ON  
The Club Ground, King's Park,  
Kowloon,  
SATURDAY, September 9,  
1916, at 9.15 P.M.

By kind permission of Lt.-Colonel  
Watson and officers,  
The Band of the 74th Punjabis  
will render selections.

Admission by Tickets \$1.00 each.  
Obtainable from Members of the  
Club, Messrs. Moutrie & Co.,  
Robinson Piano Co., Anderson  
Music Co., and at all Clubs in  
the Colony.

## NOTICES.

## BOXING.

## CITY HALL.

SATURDAY September 16th, 1916.  
Commencing at 9.15 p.m. Sharp.  
Doors open 8.30 p.m.  
For the Heavyweight Championship of  
the Colony.

Corporal Scott R.E. v. Seaman Hicks  
(Champion)  
10 Round Contest.  
For the Lightweight Championship  
of the Colony.

Sapper Richards R.E. v. Seaman Isaacs  
(Lightweight Champion)  
10 Round Contest.  
Pte. Beatty v. Pte. Colton  
(Bantam Champion of the Colony)  
5 Round Contest.

Pte. Thomas v. Pte. Plant  
(Lightweight Weight of the  
Colony)  
Kelly Tong v. Young Alfredo  
(Hongkong).  
Booking at Moutrie's.

PRICES \$5, \$3, \$2. Soldiers & Sailors  
in uniform \$1.  
G. GOLDSBOROUGH,  
Promoter.

## DIOCESAN GIRLS' SCHOOL.

## KOWLOON.

School will re-open on Tuesday  
September 12, at 9.00 a.m.  
Boarders return on September  
11.

## KEROSENE OIL.

We guarantee all kerosene oil  
sold by us to be pure and  
undiluted.

## Present price—

"WHITE ROSE."

\$5.40 per case ex store.

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\$5.20 per case ex store.

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## WHOLESALE

Indents  
promptly executed at lowest  
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Books and Stationery,  
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Chemicals and Druggists',  
Sundries,  
China, Earthenware and Glass-  
ware,  
Cycles, Motor Cars and Ac-  
cessories,  
Drapery, Millinery and Piece  
Goods,  
Fancy Goods and Perfumery,  
Hardware, Machinery and  
Metals,  
Jewellery, Plate and Watches,  
Photographic and Optical Goods,  
Provisions and Oilmen's Stores,  
etc., etc.

Commission 2 1/2% to 5%.  
Trade Discounts allowed.  
Special Quotations on Demand.  
Sample Cases from £10 upwards.  
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## NOTICES.

## DOUGLAS STEAMSHIP

## COMPANY, LIMITED.

THE ORDINARY GENERAL  
MEETING OF SHARE-  
HOLDERS in the above Com-  
pany will be held at the Com-  
pany's Offices, on TUESDAY the  
6th of September, at Noon, for  
the purpose of receiving the  
Report of the General Managers,  
together with a Statement of  
Accounts to 31st June, 1916.

The TRANSFER BOOKS of  
the Company will be CLOSED  
from the 12th to 26th September,  
both days inclusive.  
DOUGLAS, LAPRAIK & CO.  
General Managers.  
Hongkong, 4th September, 1916.

## NOTICE.

ST. JOSEPH'S COLLEGE,  
MACAO.

THE ABOVE SCHOOL, situat-  
ed in the healthiest part of  
Macao, will re-open on FRIDAY,  
Sept. 16.

A sound education in En-lish,  
Portuguese and Commercial sub-  
jects is provided.  
Apply to the Fr. Director.

## MAN LOONG.

## FIRST-CLASS PRESERVES, GINGER

## AND SOY MANUFACTURER.

Factory at Yauvat  
OFFICE: No. 34, Des Vaux Road, W.  
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in  
this class of Goods. Our Fruit &  
Ginger are all fresh and of the first pick.  
Our Syrup is prepared from the best  
quality of Sugar. We give our special  
attention to the business and sanitary  
arrangements.

## LESSONS IN CHINESE.

M. R. L. HON FAY, a Chinese graduate versed in  
Literature, has been a teacher to European  
officials and merchants in this Colony for  
ten years.  
He has a good method of training Europeans to  
pass the Chinese examination, and is possessed of  
a first rate certificate as a Chinese teacher. He has  
also a good knowledge of Mandarin and Hakka.  
Those who intend learning the Chinese language  
are requested to write c/o "Hongkong Telegraph"  
office or direct to No. 150, Wellington Street, second  
floor.

## EUROPEAN QUALIFIED

## MIDWIFE.

MADAME ANTONESCU, Diplome,  
(Accoucheuse), will attend Ladies in  
their own homes. Take entire charge or  
visit daily. Terms moderate. For full  
particulars apply—5, PEDDER'S HILL.  
TELEPHONE NO. 1177.

## HONGKONG MOTOR

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NO. 15, SHAH KUI WANG ROAD,  
J. C. BARNARD. F. A. V. RIBEIRO.  
REPAIRERS OF  
Motor Cars, Motor Cycles, Motor Boats  
Stationary Engines, Typewriters,  
Sewing Machines,  
FIREARMS,  
AND ALL KINDS OF AUTOMATIC  
MACHINES.  
All work done by expert European  
Mechanics.  
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PIANOS & ORGANS REPAIRED, TUNED  
& REGULATED. CASES RE-POLISHED.  
ED. WORK & FINISH GUARANTEED.  
LOWEST CHARGES. CONSISTENT  
WITH BEST WORKMANSHIP. ESTI-  
MATES GIVEN ON REQUEST.

## G. R.

Any European, Non-Asiatic or  
Indian desiring to leave the  
Colony should apply in writing  
for permission to do so to the  
Captain Superintendent of Police,  
at least 48 hours before the in-  
tended hour of departure, giving  
name, nationality, age, sex,  
height and occupation of the  
applicant, and stating the name  
of the steamer or other vessel or  
the hour of the train by which  
the applicant wishes to leave.  
Applicants should apply in person  
for their passes at the Central  
Police Station between the hours  
of 9 a.m. to 1 p.m. and 2 p.m. to  
4 p.m. daily.  
Hongkong 9th July, 1915.

## MARTIN'S

## APIOL &amp; STEEL

## PILLS

A French Remedy for all blood disorders.  
Thousands of Londoners who have a lot of  
Martin's Pills in the house in their first aid  
kit, and who are in the habit of taking them  
when they are unwell, can testify to the  
benefits of these pills. They are a most  
valuable remedy for all blood disorders.  
All Chemists and Druggists sell them.  
MARTIN, Chemist, Southampton, Eng.

## MARTIN'S

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## PILLS

## POST OFFICE.

The Parcel Post Service to Russia in  
Europe and Russia in Asia via Vladivostok  
is temporarily suspended.

Correspondence addressed to enemy  
subjects in China, Siam, Liberia and  
Portuguese East Africa, Persia and Mor-  
occo cannot be transmitted.

The Services to Germany, Austria, Bul-  
garia and the Ottoman Empire are  
suspended.

Ships in communication with Cape  
D'Aguilar Radio Telegraph Station:—  
MONTREAL, ARMAND BERIO  
TACOMA MARU MALTA  
PERNA MARU

## MAILS DUE.

Shanghai—Per PERSIA M., 10th Sept.  
Shanghai—Per SINKIANG, 11th Sept.  
Australia—Per NIKKO M., 11th Sept.  
Australia—Per EASTERN, 16th Sept.

## MAILS CLOSE TO-DAY.

Swatow—Per PROMETHEUS, 9th Sept.,  
2 p.m.  
Shanghai & N. China—Per KWANGLEE,  
9th Sept., 3 p.m.

Shanghai & N. China—Per YINGCROW,  
9th Sept., 5 p.m.  
Saigon—Per DERWENT, 9th Sept., 5 p.m.  
Fort Bayard—Per AMERICAN, 9th  
Sept., 5 p.m.

## TO-MORROW.

Swatow, Amoy & Formosa via Tamsui—  
Per KAIJO MARU, 10th Sept.,  
9 a.m.  
Saigon—Per CHEFOO, 10th Sept., 9 a.m.  
Bangkok—Per TATOUTSE, 10th Sept.,  
9 a.m.  
India via Bombay—Per BANYEI M.,  
11th Sept., 9 a.m.

## MONDAY, 11th September.

Japan via Kuchino; & Sa-  
pancho—Per ARAKAN,  
11th Sept., Registration 10.15  
Letters 11 a.m.

Wetshaiwei & Tientsin—Per CHEONG-  
SHING, 11th Sept., 11 a.m.  
Amoy, Shanghai & N. China—Per  
TIMANOEK, 11th Sept.,  
11 a.m.

Philippine Isl.—Per LOONGJANG, 11th  
Sept., 2 p.m.  
Bangkok—Per ANNA, 11th Sept., 2 p.m.  
Shanghai & N. China, Japan via—Moj  
Per NANSAN, 11th Sept.,  
5 p.m.

Shanghai & N. China—Per WOSANG,  
11th Sept., 5 p.m.

## TUESDAY, 12th September.

Japan via Nagasaki—Per NIKKO M.,  
12th Sept., 9 a.m.

Swatow, Amoy & Fookshw—Per HAI-  
CHING, 12th Sept., 1.30 p.m.  
Philip, line Isl.—Per TEAN, 12th Sept.,  
5 p.m.

Shanghai & N. China, (Europe  
via Siberia)—Per CHENAN,  
12th Sept., Registration 2.15  
p.m. Letters 3 p.m.

[Shanghai Ch. P.O. Saturday, 16th Sept.]

## WEDNESDAY, 13th September.

Swatow, Amoy & Fookshw via Takao  
& Anping—Per OTOWA M.,  
13th Sept., 8 a.m.

Batavia, Samarang, Sourabaya & Port  
Moresby via Batavia—Per  
BOUJON MARU, 13th Sept.,  
11 a.m.

Philippine Isl., Australia, Tas-  
mania, New Zealand & New  
Guinea via Thursday Isl.—  
Per TANGO M., 13th Sept.,  
Registration 2.15 p.m. Letters  
3 p.m.

## THURSDAY, 14th September.

Haihow & Haiphong—Per HONGKONG,  
14th Sept., 11 a.m.

Formosa via Keelung, Shang-  
hai, N. China, Japan, via Nagas-  
aki, United States, Canada,  
South America via Victoria,  
United Kingdom via Canada  
—Per MANILA M., 14th Sept.,  
Registration 12.15 p.m. Letters  
1 p.m.

Tientsin—Per KUEICHOW, 14th Sept.,  
3 p.m.

## FRIDAY, 15th September.

Swatow, Amoy & Fookshw—Per HAI-  
TAN, 15th Sept., 1.30 p.m.

## MONDAY, 18th September.

Shanghai & N. China, (Europe  
via Siberia)—Per SUNKIANG,  
18th Sept., 3 p.m.

[Shanghai Ch. P.O. Monday, 18th Sept.]

## SATURDAY, 19th September.

Formosa via Keelung, Shang-  
hai, N. China, Japan via Moj,  
Victoria & Seattle—Per SADO  
MARU, 19th Sept., 3 p.m.

## SHIPPING NEWS.

## ARRIVED.

Dem-Joon, Br., ss. 4,365, Brava, 8th  
Sept.—Singapore, 29th Aug. Gen.—  
B. & S.  
Haidi, Nor., ss. 1,065, Suen, 8th Sept.—  
Bangkok, 7th Sept. B'co—Chinese.  
Chenai, Br., ss. 1,355, Tsuben, 8th Sept.—  
Shanghai, 8th Sept. Gen.—B. & S.  
Otsu, M. Jap., ss. 877, Totsu, 8th Sept.—  
Takao, 8th Sept. Gen.—J. & K.  
Wong, Br., ss. 1,137, Smith, 9th Sept.—  
Swatow, 8th Sept. Gen.—J. M. & Co.

## DEPARTED.

## Sept. 7.

Agapenor for Liverpool via Singapore  
Malta for Bombay via Singapore  
Monteagle for Vancouver via Shanghai  
Armand Berio for Marseilles via Haiphong

## Sept. 8.

Koura M. for Lima Island  
Tacoma M. for Tacoma via Keelung  
Shantung for Shanghai

CLEARANCES AT THE  
HARBOUR OFFICE.

## Sept. 8.

Sungkiang for Haiphong via Hoihow  
City of Norwich for London via Singapore  
Hoihow for Fookshw via Swatow  
Machua for Vladivostok via Shanghai  
Tamsui for Amoy  
Portugal for Vinh (G. of Tonkin) via  
Macao  
Chongva for Quanton via Macao  
Chayuen for Canton

## Sept. 9.

Myogian M. for Hongay  
Yingchow for Shanghai  
Prometheus for Saigon via Swatow  
Perseus for Yokohama via Shanghai  
Orion for Canton  
Wessan for Canton  
Derwent for Saigon  
Fookshing for Penang via Singapore

## PASSENGERS ARRIVED.

Per ss. OTOWA MARU, from Takao,  
on 8th Sept.  
Cholliere Rev G.

## WEDNESDAY, 20th September.

Shanghai, N. China, Japan via  
Nagasaki, Victoria, Vancouver,  
United States, South America,  
United Kingdom via Canada  
(Europe via Siberia)—Per EM-  
PRESS OF JAPAN, 20th Sept.,  
Registration 9.45 a.m. Letters  
10.30 a.m.

[Shanghai Ch. P.O. Saturday, 23rd Sept.]

## FRIDAY, 22nd September.

Straits, Burma, Ceylon, Ade-  
lade, Western Australia, India,  
Aden, Egypt & Europe. (The  
parcel mail will be closed in  
Thursday, 21st Sept., at 5 p.m.)  
—Per NAMUR, 22nd Sept., Re-  
gistration 1.15 a.m. Letters  
11 a.m.

## WATER RETURN.

Level and Storage of water in  
Reservoirs on the 1st Sept., 1916.

CITY AND HILL DISTRICT WATER  
WORKS LEVEL.

City Waterworks Level

Storage in Millions and  
Decimals of Gallons.

Consumption of water in the City and Hill District  
in millions and decimals of gallons during the month  
of Aug., 1916.

Consumption — 1915 1916  
Estimated population — 64,119 65,119  
Consumption per head per day — 22.8 22.7 gallons

Constant supply in all districts during Aug.,  
in both years 1915 and 1916.

KOWLOON WATER WORKS LEVEL.

Storage in Millions and  
Decimals of Gallons.

Consumption of water in Kowloon in millions and  
decimals of gallons during the month of Aug., 1916.

Consumption — 1915 1916  
Estimated population — 65,203 65,600  
Consumption per head per day — 22.6 22.8 gallons

The General Manager's reports show that the  
water is of excellent quality.

A. F. CHURCHILL,  
Public Works Department,  
Water Authority.

THE ALEXANDRA CAFE  
Just arrived, Fresh assorted  
American Sweets.

## WEATHER REPORT.

The Weather Report and Forecast  
for to-morrow will be found  
on a Second Extra.

On the 8th at 11.10—No returns from  
Japan or N.E. China.

Pressure has increased considerably at  
Hongkong, and slightly at other stations,  
except Haiphong where it has decreased  
moderately, and at Tientsin where it has  
decreased slightly.

At 5 a.m. this morning the centre of  
the typhoon was in latitude 20 1/2° N. and  
longitude 108 1/2° E, moving West.

Hongkong Rainfall for the 24 hours  
ending at 10 a.m. to-day, 0.18 inch.  
Total since January 1st, 70.34 inches,  
against an average of 68.54 inches.

FORECAST FOR THE 24 HOURS  
ENDING AT NOON TO-MORROW

District.	Forecast.
1 Hongkong to Gap Road—	S.E. winds, fresh to moderate; cloudy.
2 Formosa Channel—	S.E. winds, moderate.
3 South coast of China be- tween H.K. and Lamoo—	The same as No. 2.
4 South coast of China be- tween H.K. and Hainan—	S.E. gale, moder- ating.

China Coast Meteorological Register.  
8th September, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds.	Force.	Weather.
Vostock	6a	29.89	77	94	sw	1 b	
Memuro	5a	29.87	80	92	sw	4 b	
Hakodate		29.85	81	83	sw	1 b	
Tokio		29.86	78	92	sw	1 o	
Kobe		29.88	73	92	sw	6 b	
Nagasaki		29.87	70	92	sw	0 b	
Yokohama		29.84	73	92	sw	2 o	
Osaka		29.85	77	92	sw	4 b	
Shimonoseki		29.84	70	92	sw	0 b	
Yokohama		29.77	76	91	sw	2 o	
Yokohama		29.77	78	91	sw	3 o	
Yokohama		29.74	78	91	sw	6 o	
Yokohama		29.72	77	92	sw	6 o	
Yokohama		29.41	79	84	wnw	6 r	
Yokohama		29.59	81	84	wnw	2 o	
Yokohama		29.74	77	92	sw	2 o	
Yokohama		29.73	77	92	sw	2 o	
Yokohama		29.75	75	94	sw	1 o	
Yokohama		29.79	78	92	sw	0 b	
Yokohama		29.79	77	92	sw	0 o	
Yokohama		29.78	75	94	sw	4 r	

T. F. CLAXTON, Director,  
Hongkong Observatory, September 8.

1 Barometer, reduced to 32 degrees  
Fahrenheit on the level of the sea in in-  
ches, tenths and hundredths.

2 Temperature, in the shade, in degrees  
Fahrenheit.

3 Humidity, in percentage of saturation  
the humidity of air saturated with mois-  
ture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort  
Scale.

State of Weather, b blue sky, c de-  
tailed cloud, dr drizzling rain, fog, g  
gloom, h hail, lightning, o overcast, p  
passing showers, q equally, r rain, s snow,  
t thunder, v visibility, w dew wet.

Previous  
Day On date On date.  
at 6 a.m. at 6 p.m. at 6 p.m.

Barometer — 29.70 29.82 29.86  
Temperature — 80 78 83  
Humidity — 78 91 90  
Wind Direction — SE ESE ESE  
Force — 7 5 4  
Weather — cq op 0.11  
Rain — 1.40 0.00 0.11

Highest open air temperature on the 7th 81°  
lowest — 74°

H.K. Observatory, 8th September.  
T. F. CLAXTON, Director.

TIDE TABLE.

From 4th Sept. to 10th Sept., 1916.

H. of	
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